

Affiliate
Reg to
Boeing Airplane

NUMBER NAME OR SUBJECT	DATE OF LETTERS	ISSUED TO	DATE ISSUED
X 315	all	ma.	8/19/64
x Spencer Robert X	M. David	Barstow	
JC 84	7/21/64		
JH 65 May 8/19/64	7/27/64	Ken	9/11/64
x Carter, Gene	7/30/64	Prague	
	8/3/64		
	8/27/64		
L 686	7-9-64		
X Comfari Joseph	9-5-64		9/14/64
	9-8-64	JR	
	9-11-64		
L 832	9-14-64		
x Re Testimonial	9-14-64		
diminished	9-11-64	JR	9/16/64
	9-8-64		
L 686	9-5-64		
x Comfari, Joseph	7-9-64		
x Smith Bakery Co	9-11-64		9/23/64
	9-15-64		
	9-22-64	JR	9/23/64
Affiliate Request to	ad code		
Bombay Ample	8-31-64		
x Hayward, Dan	9-25-64		9/27/64
		JR	

INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS • WAREHOUSEMEN & HELPERS
OF AMERICA

MAIN AND PRINCIPAL OFFICE, 2801 TRUMBULL AVENUE, DETROIT 16, MICHIGAN

W. L. WILLIAMS, General Organizer
522 Denny Way
Seattle, Washington, 98109

Telephone
Main 2-0794



September 25, 1964

ADMINISTRATIVE FILE ✓

*Appendix Request to
Cavano Display
x Highland, Don*

File

Mr. H. J. Gibbons
International Vice-President
25 Louisiana Avenue N.W.
Washington 25, D.C.

Re: Letter August 31,
1964, complaint by Don
Hyland.

Dear Brother Gibbons:

I have checked on this matter of
Mr. Hyland with George Cavano, Secretary
of Local 174, and George stated that
this man is some kind of a nut and more
or less is trying to maneuver himself
into a executive position with the
Teamster Union.

Mr. Cavano also pointed out that
there isn't any problem existing in trans-
portation with the Roetz plant in
Seattle, Washington.

Fraternally yours,

W. L. Williams
W. L. Williams
General Organizer

WLW:sb

RECEIVED
SEP 28 1964
COMMUNICATIONS
DEPARTMENT

ADMINISTRATIVE FILE

*Request to -
Boeing Airplane
x Hyland Don*

August 31, 1964

Mr. W. L. Williams, General Organizer
International Brotherhood of Teamsters
552 Denny Way
Seattle 9, Washington

Dear Bill:

The attached communication from Don Hyland
is self-explanatory.

I would appreciate your checking this out and
giving me a report.

Faternally yours,

H. J. Gibbons
Vice-President

HJG/mc

Enclosure

32010 - 56th Ave. So.
Auburn, Washington

Mr. Harold J. Gibbons
25 Louisiana Ave. N. W.
Washington, D. C.

Dear Sir:

It is somewhat embarrassing to write to you about Boeing union matters. It occurs to me you may think me some kind of nut. A friend of mine, Al Panek, Business Agent for Teamsters #162, Portland, Oregon, told me "if you are doing what you think is right, don't worry). I try to console myself with that thought.

In spite of my efforts to get the fork lift drivers in the Teamsters in the past, I have not been fired, at least not yet.

A curious circumstance happened during this effort however. A Boeing guard became very friendly with me, which may or may not have been on the level. He has always had an interest in Teamster affairs. Obviously, I wouldn't tell him anything, even if I knew anything about Teamster affairs, which I don't.

Last week he told me he had bought a health and accident policy from a Travelers Insurance agent in Tacoma. (The guard lives in Tacoma). During the course of the conversation with this agent, the agent said he had been approached by a Tacoma Teamster local for a group health and accident policy. The agent told the Boeing guard that during the course of negotiations the Teamster business agent tried to shake down the Travelers Insurance Company for \$4000.00 a year to send his boy to medical school. I doubt if there is any truth in it, but it is a curious circumstance. Why did the guard tell me?

There is currently another matter, however, which I am sure does directly affect the Teamsters union. Boeing has a tremendous amount of refuse from manufacturing, shipping etc. Until recently this was handled with Boeing equipment and with union truck drivers - Local #174. In Boeing Renton Plant it was estimated at 160 man hours per week and at the Auburn warehouse, where I work, at 80 man hours per week.

This refuse is now being handled by a non-union company called Metro Disposal, Inc. One of the owners, I am told, is a man by the name of Jim Gotti. I asked one of their drivers if he had ever been asked to join the Teamsters union. He said he wouldn't join the Teamsters union, and that he got \$138.00 a week plus health and welfare for a 6 1/2 hour day. This guy has really been brainwashed. He also said the company had eight rigs in operation - all with demountable forty yard boxes. He also said Metro Disposal had a \$100,000 worth of equipment. It doesn't sound small.

If this scab outfit can move in and eliminate 240 union man hours per week, why couldn't they branch into other hauling and eliminate all 125 Boeing union drivers? Unless the Teamsters union has somebody, who is tough, aggressive and smart to work on this, I think it just could happen.

The machinist union, which locally, at least, is inept, awkward and stupid, has let itself be maneuvered into almost this same position. A considerable part of Boeing employees are non-union, which makes it tough for the machinists at contract time. This is what I mean by the machinists "brains" locally being almost non-existent. They called the shop stewards in for a meeting. At the meeting one of the shop stewards asked Sullivan, (President of the local), why they had not struck Boeing last time when they had strike authority. He was told the local had no strike fund. The local had been collecting a strike fund for a number of years.

Currently the machinist union is trying to raise dues from \$4.25 - \$4.50 to \$6.00. This doesn't seem to be making much of a hit either.

About our own welfare, the fork lift drivers. So far as I can tell, Boeing supervision is not quite as hostile as it used to be, but there is plenty of room for improvement. We don't get treated as well as the truck drivers, either socially or financially. Financially, though, after we failed to get in the Teamsters, we were upgraded one pay grade from a seven to a six. We now get \$2.67½ an hour. Still a long way below the Teamster scale. In fact, the people in this whole plant would be better off under the Teamsters union. I read in the Seattle Times newspaper, (Republican), that the wage scale of the General Dynamics Airplane Co. in Texas averages fifty-cents an hour higher than Boeing.

I hope some of this information may be of some use to you and with best wishes, I remain

Sincerely,

Don A. Hyland
Don Hyland.

P.S.

I am asked quite often still by the fork lift drivers, if I think we can ever get into the Teamsters. What can I tell them?

ADMINISTRATIVE FILE

*Affiliate Request
Boeing Airplane*

32010 56th Ave. SW.

Auburn, Washington

Sept. 13, 1963

Mr. Harold J. Gibbons
25 Louisiana Ave. N.W.
Washington, D.C.

Dear Sir:

I guess this is in a way a sort of left-handed apology for involving you in what I thought would be a local fight.

However, it didn't stay "local" very long and this being my first experience in this, I involved and embarrassed the wrong people. You are among them. This is about the effort of 375 fork-lift drivers to get into the Teamsters Union. You seemed to be a pretty good guy when I talked to you by phone and I certainly had no intention of embarrassing you.

Maybe you might be interested in knowing just how it happened. It was like this - - -

From 1933 to 1949, I was a member of Teamsters Local 162 in Portland, Ore. I was well treated by the officers of 162, I did a man's work and I got a man's pay and in addition the employers respected the Teamsters Union. I came to Seattle in 1950 but had an argument with George Cavano (.74) so I have not been driving since. I went to work for Boeing as a fork lift truck driver, wages were bad and conditions were worse.

Last year we were getting 2.34 an hour and we were being harassed and humiliated by supervision in a way hard to believe. The machinist union was unwilling or unable to do anything for us or for anybody else for that matter. I have been a union man all my life but I can't see any point in belonging to a union that can't or won't fight for its members. At this time though I belonged to the machinist union. Twice since I have worked for Boeing, Teamster Local 174 sent out through the plants and warehouses #174 application cards for the fork-lift drivers to sign. Nothing followed on this however. I am enclosing one of those cards. Sometime during all this I understand my good friend Fred Klinefelter (353) contacted you about the fork-lift drivers. Whatever measures were taken by you and Fred apparently were not successful either.

So, last summer when the machinists had no contract with Boeing, I called an attorney for the N.L.R.B. to see about an election for us. He told me the N.L.R.B. would not let us split away from the machinists because the N.L.R.B. did not believe in liberty either individually or collectively and what the N.L.R.B. wanted above all was industrial stability.

I wrote to Senators Jackson and Magnuson describing this conversation and asking them if Russian unions were operating under this same system. Shortly after this I think something hit the fan.

I got a call from Mr. Fred Jordan who worked for Senator Magnuson. He said Mr. Tom Graham (Director of Local N.L.R.B.) would be glad to see me and explain the workings of the N.L.R.B. in relation to our problems.

I met with Mr. Graham. Mr. Graham was polite and thorough but definitely not friendly. During this conversation one point stood out. He said as a group with no affiliations or connections with a parent union we had no chance. He said if we were sponsored by the Teamsters we would have a very good chance. George Cavano (174) and Kelly DePriest (451) had the only charters that could cover us. Cavano had turned us down before and we didn't want to join 451 for a number of reasons (all good).

So I phoned you at the Eden Roc Hotel in Miami. I guess you didn't understand me or I didn't understand you. Anyhow, I had printed at my own copy and my own expense application cards for the Teamsters union. Included on these cards was an application for an N.L.R.B. election. I sent them out by truck drivers to as many Boeing installations as possible and when I got them back I filed for an N.L.R.B. election. I was out on a limb then. If the Teamsters didn't back me up we were dead (and I'd be out of a job).

I certainly never occurred to me that the Teamsters would not want 375 new members. Particularly when between the truck drivers and the fork-lift drivers, Boeing couldn't save anything in plant or out, which makes for good contracts it seems to me. Anyhow we needed a small miracle but I must have had it in reverse because nobody showed up but Kelly DePriest (451).

Kelly filed on our behalf. He stayed with it for a while and the joint council screamed. (I guess you heard them.) They were strong for the "status quo." Status quo there seems to mean soft office chairs, long coffee

breaks and no trouble of any kind.

Sullivan and Gibson of the Machinists attended so many joint council meetings it got so you couldn't tell who was a Teamster and who was a Machinist. It was just one big unhappy family. They did agree on one thing however - us. They all said what we were doing was right but they didn't want us to do it. Can you make any sense out of that? I couldn't either.

Pretty soon Kelly withdrew our petition at the N.L.R.B. under pressure. About that time I heard that the Machinist Union was going to do some horrible things to us as soon as they had a contract with Boeing.

In the absence of a contract, I withdrew from the Machinist Union and joined Teamster Local 451. At the next meeting of 451, I made a motion that Kelly would refile our petition and not withdraw it, except by unanimous vote of the membership. It was carried unanimously.

Kelly refiled. I attended several meetings after this. I noticed Mr. DePriest often mentioned his good friend, Mr. Logan (first or last name?) a Boeing Company vice president. After Mr. DePriest visited Mr. Logan perhaps there would be a policy shift of this local. Later, Mr. DePriest told us that the N.L.R.B. had contested some of the names we had filed and had thrown out our petition. When I questioned Kelly on this he was evasive.

Later I called a good friend in the Teamsters Union and asked him if Local 451 was a company union. He was a little indignant until he investigated with these results. (One) Logan was Kelly's captain in the Army in World War I. Apparently a long friendship. (Two) Our petition was thrown out for lack of interest on the part of Kelly DePriest. My friend who investigated this does not want me to mention his name as he says I get him into trouble. He is a thoroughly responsible man and well respected in this area.

Without the Teamsters we took a good beating, and not because of the Machinists or Boeing because I feel we could have beaten both of them. And the hell of it is - we were right.

Don Ellis (joint council) said he would try to negotiate us into the Teamsters Union. Sullivan told him he would but I doubt it. (See Machinist paper.)

Maybe you might want to know why I want to this trouble. I spent \$300 of my own dough and a lot of time and hard work on this effort. It's simple- I wanted better wages and conditions for 300 guys and a better job for myself. Well as a hard loser maybe I have earned the right to sound off a little about some things - union-wise that is.

First - I don't expect anything for my trouble. Nobody owes me anything for my trouble, and vice versa and besides I had a ball.

Second- I don't think that morally the Teamsters Union has the right to withhold their strength and power from those in need of that strength any more than a doctor has the right to withhold his aid and knowledge from the sick or hurt.

Third - I cannot understand how you as Teamsters can lose N.L.R.B. elections. If you go to the trouble of finding out what you can do for people in the way of wages and conditions according to the business they are in, talking those people what you are going to do for them, and then do it.- How the hell can you lose an election? And I don't just mean driving trucks either.

Enclosed in this mess is a Seattle Times newspaper item about Tektronix - a big plant in Beaverton, Oregon. My information is about a year old so it may not be accurate-

3000 employees of this firm- top wages \$1.83 - average \$1.50.

Company builds huge new modern factories. Half-hearted effort by the Teamsters to organize. Why is there no all-out effort on the part of the Teamsters to organize plants like these? God knows these people need help. Frankly you might wonder if the "Status quo" in the United States isn't sort of like "manana" in Mexico. These people need help and the Teamsters need members if someone would push.

Fourth - with no hard feelings at all, I think that the charter of 451 should be revoked. This is a ghost union. It does not represent anybody nor ever will unless you come head-on into the machinist union for 30,000 members (You could have had them last fall!) I think that the members of 451 should be transferred to a live local to keep their insurance and to give them better job opportunities - job opportunities they do not now have.

With this letter I am sending you the signed cards which we filed with the F.L.R.B. together with letters from Senator Jackson and Magnuson, newspaper items etc. You need not return any of it.

I had fun and found out some things too. I discovered among other things that fear pervades most people like a sickness! We would have had more signed cards but the machinist union was successful in scaring some of the fork-lift drivers. As it was we had enough to file anyway. I guess that ~~just~~ about does it. I'm not exactly sure now I got you in hot water but as I said before, it certainly wasn't intentional and I hope you don't hold any hard feelings.

Sincerely,
Don A. Hyland
Don A. Hyland

P.S. I promised Mr. Fred Lordon a full and complete report on this effort - the success or failure and the reasons thereof - I don't know why he was so interested. I have not done this as yet.

Last there has been one very small net gain, not in wages (246 now) or conditions but in supervision. It may be only temporary but the harassing, humiliating treatment has stopped. And in spite of a certain notoriety, I have not been fired as yet.

Sincerely,
D.A.H.
D.A.H.

Phone AuBurn
Temple 3-2735



J KELLY DePRIEST
Secretary-Treasurer

553 John Street

Aeronautical Workers Warehousemen and Helpers

Local 451

AFFILIATED WITH THE
INTERNATIONAL BROTHERHOOD OF TEAMSTERS,
CHAUFFEURS, WAREHOUSEMEN AND HELPERS
Telephones MA 4-5230 - LA 3-3108

Seattle 9, Washington

April 16, 1963.

Mr. Don A. Hyland,
32010 86th Avenue South,
Auburn, Washington.

Dear Don,

Enclosed find your dues book, receipt for \$10.00 and the \$1,000 dollars Insurance Policy, also a self addressed envelope for your use when you need it.

We want to thank you for all the work you have done in behalf of the men in the Transportation Department, and they should certainly appreciate what you have done for them, in time and money it has cost you for the work you had to put in to try and get something done.

We filed the petition with the National Labor Relation Board yesterday and the case has been assigned to Mr. Turnbaugh for his attention, and I feel that we got a break there, as he seems to be a man you can reason with, at least we hope so.

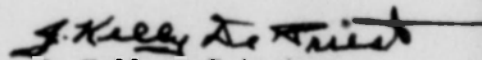
Mr. Sam Bassett will act as our attorney and will represent us at the hearing. I will keep you advised as to the progress, and as to the witnesses we may need.

Mrs. DePriest asks to be remembered to Mrs. Hyland and your lovely family.

Again, thanking you for your wonderful spirit and courage you have manifested in your efforts in this matter and assuring you of my personal delight in having you with us, and I only hope that the good work will prove fruitful for you in the long run.

With best wishes and kindest personal regards to Mrs. Hyland, your lovely family and yourself. I am.

Fraternally yours,


J. Kelly DePriest,
Secretary-Treasurer.

JKD/h.
4-Incls.

UNITED STATES OF AMERICA
BEFORE THE NATIONAL LABOR RELATIONS BOARD
NINETEENTH REGION

THE BOEING COMPANY
TRANSPORTATION DEPARTMENT

Employer

and

Case No. 19-RC-3190

AERONAUTICAL WORKERS, WAREHOUSEMEN AND HELPERS
LOCAL A31 affiliated with the INTERNATIONAL
BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN
AND HELPERS

Petitioner

ORDER WITHDRAWING NOTICE OF REPRESENTATION HEARING
and
NOTICE OF APPROVAL OF REQUEST FOR WITHDRAWAL OF PETITION

WHEREAS, Notice of Representation Hearing having previously
issued in the above-entitled matter, and

WHEREAS, a request for withdrawal of the petition in the above-
entitled matter thereafter having been submitted,

NOW, THEREFORE, IT IS HEREBY ORDERED that said Notice of
Representation Hearing be and the same hereby is withdrawn, and the request
for withdrawal of the petition is approved.

DATED at Seattle, Washington, this 11th day of February 1963.

THOMAS P. GRAHAM, JR.

Thomas P. Graham, Jr., Regional Director
National Labor Relations Board, Region 19
327 Logan Building, Seattle 1, Washington

NATIONAL LABOR RELATIONS BOARD

NINETEENTH REGION
327 Logan Building
200 Union Street
Seattle 1, Washington
Official Business

POSTAGE AND FEES PAID
NATIONAL LABOR RELATIONS BOARD

CERTIFIED

International Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America, Ind.
Attn: Don A. Byland
32010-56th Avenue South
Auburn, Washington

CERTIFIED MAIL NO. 909626
RETURN RECEIPT REQUESTED

32

Class of Service

This is a fast message unless its delivery character is indicated by the proper symbol.

WESTERN UNION

TELEGRAM

W. P. MARSHALL, President

MDV

RP-1201 (4-60)

Symbols

DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The time shown to the date line on domestic telegrams is LOCAL TIME at point of origin. Time shown to LOCAL TIME at point of destination.

LLC295 PC269

W AR112 W UDA061 (PR TKA226) (FAX TEAMSTER) PD

AUBURN WASH 7 1238P PST

HAROLD J GIBBONS

1963 FEB 7 PM 6 04

(RTE TEAMSTER FAX) 25 LOUISIANA AVE NORTHWEST WASHDC

NA AVE NORTHWEST WASHDC

300 BOEING FORKLIFT DRIVERS FILED FOR NLRB ELECTION HEARING
2-8-63 AMENDED PETITION SIGNED KELLY DEPRIEST TEAMSTER LOCAL
451, ORIGINAL BY ME

MACHINIST UNION THREATENED TEAMSTER JOINT COUNCIL. WET NOODLE
JOINT COUNCIL FOLDED UP, ABOUT TO PULL RUG OUT FROM UNDER
US. MUST PHONE YOU TODAY 6 PM PST, NEED IMMEDIATE ANSWER
DON HYLAND 32010 56 AVE SOUTH

300 2-8-63 451 6PM PST 32010 56.

ADMINISTRATIVE FILE ✓

Affiliate, Request to
X C. C. Co. Machine
X Hyland, Dan X 2174
X Boeing Airplane Co.

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BEFORE THE NATIONAL LABOR
RELATIONS BOARD

THE BOEING COMPANY,)
TRANSPORTATION DEPARTMENT,)
Employer)
and)
AERONAUTICAL WORKERS, WAREHOUSMEN)
and HELPERS LOCAL 451 affiliated)
with the INTERNATIONAL BROTHERHOOD)
OF TEAMSTERS, CHAUFFEURS, WARE-)
HOUSMEN AND HELPERS,)
Petitioners.)

Case No. 19-RC-3190

MOTION

The Employer moves the Regional Director to continue the hearing in the above-entitled case, presently set for February 8, 1963, to the week of March 25, 1963, as may suit the convenience of the Regional Director.

I certify that copies of this Motion and supporting affidavit, which is incorporated here by reference, have been served upon all parties this day.

DATED at Seattle, Washington, this 6th day of February, 1963.

HOLMAN, MARION, SLACK, PERKINS & COIS

COPY ORIGINAL SIGNED WILLIAM M. HOLMAN
By: William M. Holman,
Attorneys for Employer

Office and P. O. Address:
1900 Washington Building
Seattle 1, Washington
Main 2-2762

1 STATE OF WASHINGTON)
2) ss.
3 COUNTY OF KING)

4 WILLIAM M. HOLMAN, being first duly sworn, on oath deposes
5 and says:

6 That affiant is counsel for the Employer in the matter of
7 The Boeing Company, Case No. 19-RC-3190.

8 That affiant is presently engaged in representing The
9 Boeing Company in Case No. 19-RC-3169, is scheduled to participate
10 in two hearings later this month, and will be out of the city from
11 March 1, 1963 through March 18, 1963. In view of the foregoing
12 and the necessity for substantial preparation on behalf of The
13 Boeing Company, affiant has made the Motion to which this affidavit
14 is attached.

15 COPY ~~MADE~~ WILLIAM M. HOLMAN

16
17 Subscribed and sworn to before me this 6th day of February,
18 1963.

19
20 Seal

21 Walter C. Howe, Jr.
22 Notary Public in and for the State
23 of Washington, residing at Seattle.

NOLMAN, MICHELWIT, MARON, BLACK & PENNINO
WASHINGTON BUILDING
SEATTLE 1



International Brotherhood of Teamsters,
Chauffeurs, Warehousemen and Helpers
of America, Ind.
Attn: Don A. Hyland
32010 - 56th Avenue South
Auburn, Washington

CERTIFIED
No. 214207
MAIL

NATIONAL LABOR RELATIONS BOARD
NOTICE

The issuance of the notice of formal hearing in this case does not mean that the matter cannot be disposed of by agreement of the parties. On the contrary, it is the policy of this office to encourage voluntary adjustments. The examiner or attorney assigned to the case will be pleased to receive and to act promptly upon your suggestions or comments to this end. An agreement between the parties, approved by the Regional Director, would serve to cancel the hearing.

However, unless otherwise specifically ordered, the hearing will be held at the date, hour, and place indicated. Postponements will not be granted unless good and sufficient grounds are shown and the following requirements are met:

- (1) The request must be in writing. An original and four copies must be served on the Regional Director;
- (2) Grounds therefor must be set forth in detail;
- (3) Alternative dates for any rescheduled hearing must be given;
- (4) The positions of all other parties must be ascertained in advance by the requesting party and set forth in the request; and
- (5) Copies must be simultaneously served on all other parties (listed below), and that fact must be noted on the request.

Except under the most extreme conditions, no request for postponement will be granted during the three days immediately preceding the date of hearing.

The Boeing Company
7733 East Marginal Way South
Seattle, Washington

Certified Mail No. 909608

Aeronautical Workers, Warehousemen and
Helpers Local 431, exiii. with the
International Brotherhood of Teamsters,
Chauffeurs, Warehousemen and Helpers
333 John Street
Seattle 9, Washington

" " " 909609

Int'l Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America, Ind.
Attn: Don A. Hyland
32910-56th Avenue South
Auburn, Washington

" " " 909610

International Association of Machinists
1104 Mercer Street
Seattle 9, Washington

" " " 909611

William M. Helman
1900 Washington Building, Seattle 1, Washington

Courtesy Copy

Plato Papps, IAM General Counsel
1300 Connecticut Avenue, Washington 1, D. C.

" " (Airmail)

Richard P. Donaldson, Attorney
811 Alaskan Building, Seattle 4, Washington

" "

International Union of Operating Engineers
Local 302

Western Avenue at Clay Street, Seattle 1, Washington

" "

BEFORE THE NATIONAL LABOR RELATIONS BOARD

THE BOEING COMPANY
TRANSPORTATION DEPARTMENT

Employer

and

Case No. 19-RC-3190

AERONAUTICAL ~~WORKERS~~, WAREHOUSEMEN AND HELPERS
LOCAL 431 affiliated with the INTERNATIONAL
BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN
AND HELPERS

Petitioner

NOTICE OF REPRESENTATION HEARING

The Petitioner, above named, having heretofore filed a Petition pursuant to Section 9(c) of the National Labor Relations Act, as amended, 29 U.S.C. Sec. 151 et seq., copy of which Petition is hereto attached, and it appearing that a question affecting commerce has arisen concerning the representation of employees described by such Petition,

YOU ARE HEREBY NOTIFIED that, pursuant to Sections 3(b) and 9(c) of the Act, on the
8th day of February, 1963, at 9:30 a.m. in Hearing Room 323 of
the Logan Building, 7th Union Street, Seattle, Washington,

a hearing will be conducted before a hearing officer of the National Labor Relations Board upon the question of representation affecting commerce which has arisen, at which time and place the parties will have the right to appear in person or otherwise, and give testimony.

Signed at Seattle, Washington, on the 31st day of January, 1963.

THOMAS P. GRAHAM, JR.
Regional Director for
National Labor Relations Board
Nineteenth Region
327 Logan Building, Seattle 1, Washington

AMENDED PETITION

DO NOT WRITE IN THIS SPACE

INSTRUCTIONS: Submit an original and four (4) copies of this Petition to the NLRB Regional Office in the Region in which the employer concerned is located.

CASE NO. 19-RC-3190 DATE FILED: 1-21-63 Amended: 1-31-63

The Petitioner alleges that the following circumstances exist and requests that the National Labor Relations Board proceed under its proper authority:

1. Purpose of this Petition (Check only the one or more which is appropriate)

- A. Recognition of Representative (Individual, Group, Labor Organization) - A substantial number of employees wish to be represented for purposes of collective bargaining by Petitioner... B. Representative (Employee) - One or more individuals or labor organizations have presented a claim to Petitioner... C. Disaffiliation - A substantial number of employees assert that the certified or currently recognized bargaining representative is no longer their representative... D. Withdrawal of Union Shop Authority - Thirty percent (30%) or more of employees in a bargaining unit covered by an agreement between their employer and a labor organization desire that such authority be rescinded.

*NOTE: If a charge under section 8(b)(7) of the act has been filed involving the Employer named herein, the statement following the description of the type of petition shall not be deemed made.

2. NAME OF EMPLOYER: The Boeing Company - Transportation Department

3. ADDRESS OF ESTABLISHMENT(S) INVOLVED (Street and number, city, state, and State): 7755 East Marginal Way South, Seattle, Washington

4a. TYPE OF ESTABLISHMENT (Factory, store, warehouse, etc.): Factory

4b. IDENTIFY PRINCIPAL PRODUCT OR SERVICE: Aerospace Products

5. Description of Unit Involved (If more space is needed, continue on another sheet)

Included: Forklift truck drivers, H & H flatbed truck drivers, truck drivers, mobile crane operators, book tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers at Employer's Seattle and vicinity facilities.

Excluded: Stenographers, janitors, carpenters, plumbers, electricians, maintenance personnel, office clericals, guards, professionals, and supervisors as defined in the Act.

6a. NUMBER OF EMPLOYEES IN UNIT: Approx. 300

6b. IS THIS PETITION SUPPORTED BY 50% OR MORE OF THE EMPLOYEES IN THE UNIT? YES

7a. Request for recognition as Bargaining Representative was made on (Month, day, year) and Employer declined recognition on or about (Month, day, year)

7b. Petitioner is currently recognized as Bargaining Representative and desires certification under the act.

8. Recognized or Certified Bargaining Agent (If there is none, so state)

NAME: International Association of Machinists, Lodge 751

ADDRESS: 5502 Airport Way South, Seattle, Wash.

9. DATE OF EXPIRATION OF CURRENT CONTRACT, IF ANY (Show month, day, and year): Sep. 1962

10. IF YOU HAVE CHECKED BOX 10 IN 1.D. ABOVE, SHOW HERE THE DATE OF EXECUTION OF AGREEMENT GRANTING UNION SHOP (Month, day, and year)

11a. IS THERE NOW A STRIKE OR PICKETING AT THE EMPLOYER'S ESTABLISHMENT(S) INVOLVED? YES NO X

11b. IF SO, APPROXIMATELY HOW MANY EMPLOYEES ARE PARTICIPATING?

11c. THE EMPLOYER HAS BEEN PICKETED BY OR ON BEHALF OF (Insert name) A LABOR ORGANIZATION OF (Insert address)

SINCE (Show month, day, and year)

12. ORGANIZATIONS OR INDIVIDUALS OTHER THAN PETITIONER AND OTHER THAN THOSE NAMED IN ITEMS 8 AND 11(c), WHICH HAVE CLAIMED RECOGNITION AS BARGAINING REPRESENTATIVE AND OTHER ORGANIZATIONS AND INDIVIDUALS KNOWN TO HAVE A REPRESENTATIVE INTEREST IN ANY EMPLOYEES IN THE UNIT DESCRIBED IN ITEM 5 ABOVE. (NONE SO STATE)

Table with 4 columns: NAME, AFFILIATION, ADDRESS, DATE OF CLAIM (Required only if Petition is filed by Employer)

I declare that I have read the above petition and that the statements therein are true to the best of my knowledge and belief. Aeronautical Workers, Warehousemen and Helpers Local 451 affiliated with the International Brotherhood of Teamsters, (Mechanics, Warehousemen and Helpers)

s. /s/ J. Kelly DePrinst Secretary-Treasurer

Address: 333 John Street, Seattle 9, Washington MA 4-5230 LA 3-3108

WILLFULLY FALSE STATEMENT ON THIS PETITION CAN BE PUNISHED BY FINE AND IMPRISONMENT (U.S. CODE, TITLE 18, SECTION 1001)

NATIONAL LABOR RELATIONS BOARD
NINETEENTH FLOOR
327 Logan Building
500 Union Street
Seattle 1, Washington
Official Business

CERTIFIED

CERTIFIED MAIL NO. 909610
RETURN RECEIPT REQUESTED

32

International Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America, Independent
Att: Don A. Hyland
32010 56th Avenue South
Aurora, Washington

POSTAGE AND FEES PAID
NATIONAL LABOR RELATIONS BOARD
1953
JUN 31 6-PM

NLRB 15-8
(7-24-57)



NATIONAL LABOR RELATIONS BOARD
NINETEENTH REGION

327 Logon Building, 500 Union Street

Seattle 1, Washington

January 21, 1963

Telephone MUual 2-3300

Ext. 543

Int'l. Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America, Independent
32010 56th Avenue South
Auburn, Washington

Re: Boeing Company - Transportation Dept.
Case No. 19-87-3190

Gentlemen:

The petition which you recently filed in the above case has been assigned to Field Examiner Orville Lumbaugh to whom any communications relative to the case should be directed.

Unless you have already done so, please submit to us an alphabetical list of your members or authorizations. Opposite each name indicate date designation was made. This list should be certified by an appropriate officer as being true and correct. In addition to the alphabetized list, the membership cards, designations, or other proof of authorization should also be forwarded.

Your failure to submit the above supporting evidence within 48 hours of receipt of the petition in this office may result in the dismissal of your petition.

Very truly yours,

Thomas P. Graham, Jr.
Thomas P. Graham, Jr.
Regional Director

Enclosure

Orville Turnbaugh - 19-RC-3190 - Boala Company - Transportation Dept.

NLRB 19-27 (5-6-54)

PLEASE SUBMIT THE FOLLOWING INFORMATION:

STATEMENT OF PETITIONING UNION. REPRESENTATION CASE NO. 19-RC-3190

1. Name of union, including local number and international affiliation:
2. Names, addresses and telephone numbers of union official or representatives handling this matter for your organization.
3. Have you made any demand upon the company to bargain for any of the employees in the unit described in the petition? If so, give dates, names, and details of such request. IF DEMAND WAS MADE IN WRITING, SEND COPY OF LETTER AND EMPLOYER'S REPLY.
4. Do you have, or have you had, a contract covering any employees in the unit described in the petition or in the plant(s) involved? If so, please submit two copies of such contract or contracts.
5. Can you suggest a suitable place where an election might be held; also a date and hours?

WESTERN UNION TELEGRAM

A

I K PBFPTQ (DE WA106) PD FAX WASHINGTON DC JAN 22 1965 1124A EST

DON MYLAND

32010 56 AVE SOUTH AUBURN WASH

TELEGRAM RECEIVED. SUGGEST YOU CONTACT MR GIBBONS AT THE
EDEM ROC HOTEL, MIAMI BEACH, FLORIDA, BY TELEPHONE

Y KEATHLEY SECRETARY

9:05 a.m.
10:00
11:00
12:00

(850A)
3842-2561

NO. 0-2735 To Mr
1.00 R.D.H.
BY PK To 20 R.H.

Telefon

WESTERN UNION

Telefon

SENDING BLANK

CALL LETTERS MDV 1/22/63 TO PAGE 10 Int. Bro. of Teamsters

Mr. Don Hyland
32010 56 Ave. South
Auburn, Washington

Telegram received. Suggest you contact Mr. Gibbons at
the Eden Roc Hotel, Miami Beach, Florida, by telephone.

Y. Keathley
Secretary

ADMINISTRATIVE FILE ✓

*Off. file, request to
H. C. O. - Madison

**Theodore Don 1/24
Don Hyland Co.*

Send the above message, subject to the terms on back hereof, which are hereby agreed to
PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD
(247—(R 4-55)

WESTERN UNION

LLP056 PATT
W 87007 W 80005 (PR TKA092) NL PD
AUBURN WASH 21
HAROLD J GIBBYE
RTE FAX TEANSTERS

25 LOUISIANA AVE NORTHWEST WASHDC
300 BRING FORLIFT TRUCKDRIVERS FILED FOR AN NLRB ELECTION,
100 HAVE ALREADY SIGNED CARDS FOR ADMITTANCE TO THE TEANSTERS
UNION. BALANCE WILL DO SO SOON. NEED FURTHER ADVISE AND COUNSEL
DUN WELAND 3000 56 AVE SOUTH.

JUN 22 1952
FAX M

RECEIVED
JUN 22 8 44 AM '52
GENERAL PRESIDENT

MDV

Reflex

WESTERN UNION

Reflex

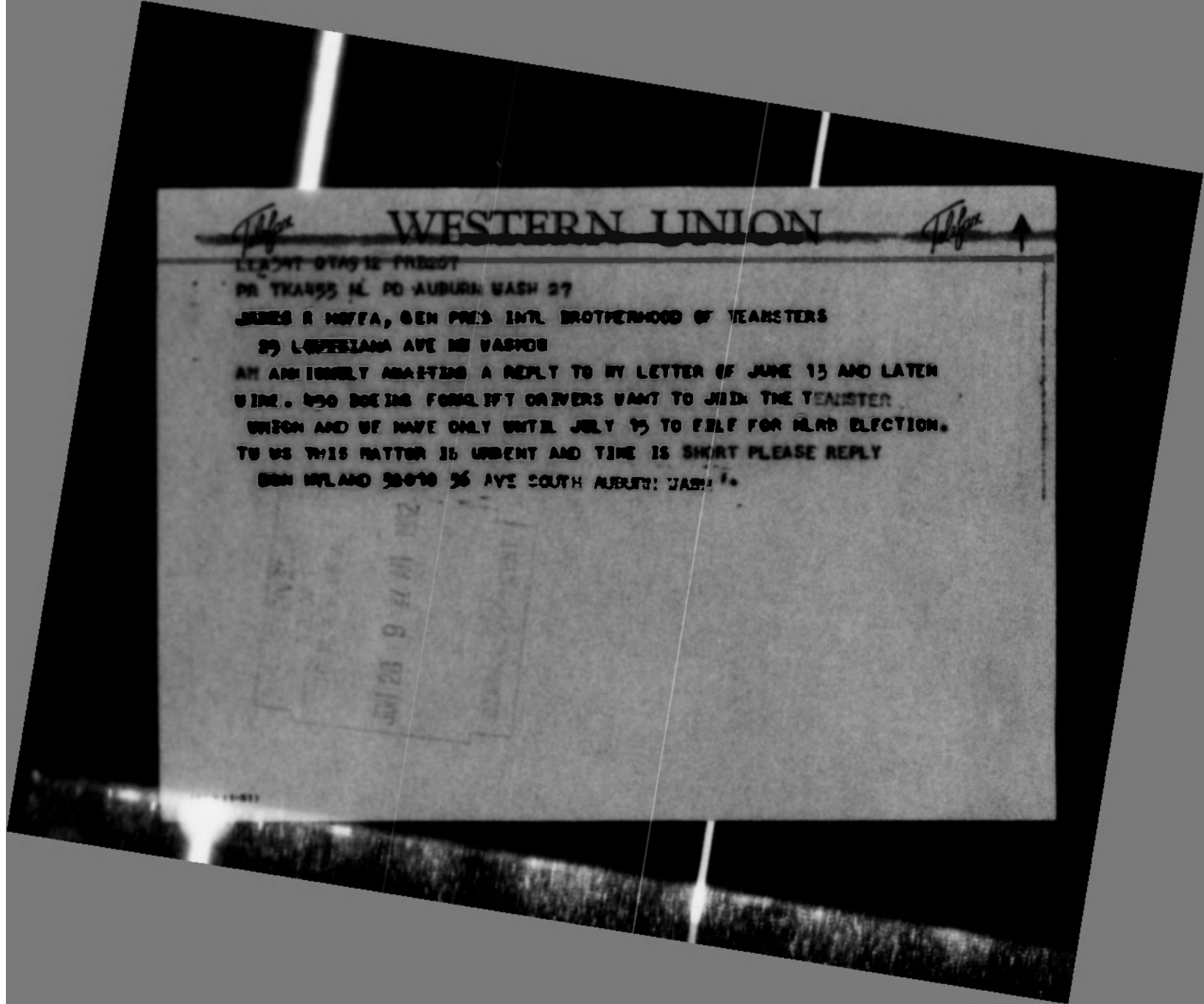
SENDING BLANK

CALL LETTERS	MDV	CHARGE TO	6/28/62	Int. Bro. of Teamsters
		ADMINISTRATIVE FILE		
Mr. Don Hyland 32010 56 Avenue South Auburn, Washington		<i>Affiliate Request to</i> <i>Int. Bro. Machinists</i> <i>Hyland Don</i> <i>Union Displane Co.</i> <i>2174</i>		
<p>Attorneys advise impossible to carve out unit of 450 forklift drivers. Suggest you work in close harmony with your own Union, the Machinists.</p>		<p>James R. Hoffa General President</p>		

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

(247-12 4-55)



ADMINISTRATIVE FILE

*Affiliate Request to
X 174 - Co. - Machinists
X Hyland, Don
X Boeing Airplane Co.
X 174*

June 21, 1962

Mr. Jack Goldberger, Special Organizer
International Brotherhood of Teamsters
240 Golden Gate Avenue
San Francisco, California

Dear Sir and Brother:

The following wire was received in this office today:

James R. Hoffa

450 Boeing forklift drivers need help. Want to change from Boeing Machinist Local 751 to Teamsters Union. Teamster 174 does not want us. Have only until July 15th to file with NLRB. See June 13th letter for details or call Fred Klinefelter Teamsters Local 353 for information. We need help now. Signed - Don Hyland 32010 56th Avenue So. Auburn Wash.

This is in reference to the communication we sent to you dated June 15th. Kindly investigate this matter immediately and report to me.

Fraternally yours,

James R. Hoffa
General President

JRH/mc

WESTERN UNION

LEFOTO KYATHI PRATE

PR 3KAD5 HL PD AUBURN WASH JUN 20

JAMES R MOFFA, GEN PRES INTL BROTHERHOOD OF TEAMSTERS

87 LOUISIANA AVE SEVENHURST MASS 02

890 BEECH FORD HT BRIDGE RD HELP, WANT TO CHANGE FROM

BEING MACHINIST LOCAL 881 TO TEAMSTERS UNION, TEAMSTER 174

ONE'S NOT WANT US. WANT ONLY UNTIL JULY 15TH TO FILE WITH ULRD.

SEE JUNE 15TH LETTER DETAILS OR CALL FRED M. INFELTER TEAMSTER

LOCAL 355 FOR INFORMATION, WE NEED HELP NOW

DON HYLAND 32010 55TH AVE SO

JUN 21 8 51

ADMINISTRATIVE FILE

✓
Affiat, Request to
X 42-50-Modius 10
X Hyland, Don
X Boeing Airplane Co.
X 2. 1970

June 15, 1962

Mr. Jack Goldberger, Special Organizer
International Brotherhood of Teamsters
240 Golden Gate Avenue
San Francisco, California

Dear Sir and Brother:

The attached communication is self-explanatory. Would you kindly investigate this situation and report to me so that I may properly reply to this letter.

Fraternally,

James R. Hoffa
General President

JRH/mc

Enclosure

Auburn, Washington

June 13, 1962

James R. Hoffa
General President
International Brotherhood of Teamsters
25 Louisiana Avenue Northwest
Washington 1, D. C.

Dear Mr. Hoffa:

Writing a letter to James Hoffa is a baffling experience. It's sort of like praying - you don't know for sure whether you are getting through.

I talked this over with my good friend, Fred Klinefelter of Local 383, Seattle, and he said for me to write and see if you can't solve this problem for us.

Fred is not directly concerned but has acted to advise us in our efforts to join the Teamsters Union. Whatever progress we have made in that direction has been due in a large part to Fred Klinefelter's unfailing help and advice.

But we have come to a crash stop because no teamster local wants us. The men I speak of and for are approximately 450 Fork lift drivers employed by the Boeing Airplane Company. In this job group called by the company "automotive equipment operators" are fork lift drivers "B" grade, fork lift drivers "A" grade, who also operate mobile cranes and other heavy equipment, H & H drivers (small flat bed, in plant, trucks) hook tenders, and car unloaders (using fork lifts).

Boeing has pay grades in its various departments ranging from 1 to 10. "B" fork lift drivers are pay grade 7 paying \$2.34 an hour. This same job under a local teamster contract would pay \$2.86.

Mr. Dick Matulla, business agent for local 174 Teamsters, gave me the wage scale. Teamster truck drivers on this job get \$2.98 an hour including extensive fringe benefits.

The bargaining agent for the Boeing Co. is now the Machinist

Union, lodge 751 whose contract expires Sept. 15th, 1962. So as you can see whatever we can do to break away from the machinist union must be done now. We have only until July 15th to file for an election with the National Labor Relations Board.

I talked to Mr. McIntire, an attorney for the M. L. R. B. several times and it is his considered opinion that we can prove that we are a craft group. He says we should not file for decertification as that would leave us unprotected for a year and is not necessary. Mr. McIntire said if we could get 30% of the fork lift drivers to sign Teamsters application cards such as the one I am enclosing, we could demand an N.L.R.B. election. We can get double that.

The only charter that would cover us is that of #174, as I understand it.

After nagging Mr. Cavano and Mr. Matulla for three years to get these men in the Teamsters Union, they don't exactly roll out the welcome mat when they see me so I asked Fred if he would talk to George Cavano about it. Mr. Cavano told him he would rather we be given a charter by ourselves and not try to come into 174 at all. He may possibly feel this way because about 15 or 20 of the 450 are colored men and he has had difficulty placing the few he has in 174 in jobs. There is also some talk about the (quotation) "black eye the Teamsters got in 1948."

We feel that kind of talk is as useful as talking about the War of 1812. We are interested in now. We are not afraid of winning this election, we just don't have any place to go. Fred Klinefelter has been with us through 18 months of this effort and I am sure he would be glad to tell you anything you want to know about it.

If you feel you can give us a charter or have some other solution to this problem, will you let us know as soon as possible? Beeing Co. is spread over a good part of this county and it takes a few days to contact all the men and get signatures.

Very sincerely,

Don Hyland
32010 36th Ave. So.
Auburn, Wash.
Phone Temple 3-2735

LOCAL ADMIN. FILE ✓

July 19, 1961

174
K Hyland, Don
Boeing Airplane Co.

James R. Hoffa, General President
International Brotherhood of Teamsters
25 Louisiana Avenue N. W.
Washington 1, D. C.

Dear Sir:

I wrote you last November 30 to ask you for help in a certain matter. Mr. Gibbins has the details. My good friend Mr. Fred Klinefelter of Local #353 is now interested in aiding us. I want to thank you very much.

I belonged to Local #162 in Portland, Oregon from 1933 - 1949, and in the early days when we wanted to organize a job we just gave them the choice of joining the union before going to the hospital or afterward. It was simpler then.

I am not a member of the Teamsters Union now but it is not from choice but from necessity. Partly it is because even if you are healthy and strong at 52, or even 40, as far as the employers are concerned, you're dead.

So you have to grab any job you can get--usually for less wages--I did but I wasn't happy about it. This didn't just happen to me, it happened to hundreds of thousands like me.

I am not presuming to tell you your business but maybe a friendly suggestion won't be considered, by you, to be presumptuous.

I have followed your career with interest since D. B. (Dave Beck) and I have watched on T. V. you tangling with McClellan (Did you ever think of asking for a louder microphone--it's the only way you can stay even).

I also watched your debate with that Chamber of Commerce guy. You didn't back down from any of them but they all tried to put you on the defensive and they all tried to make you look bad.

I don't think the Kennedy family likes you or the Teamsters union much either. In fact, it seems to be a fad now for people not to like the Teamsters.

But suppose while they are telling everybody how bad Hoffa and the Teamsters are that James Hoffa would announce a state by state, or nation wide, or both, drive for real legislation against age discrimination.

There must be millions of men between the ages of 40 and 65 who would know and appreciate what you are doing for them. It seems to me also, other unions would be forced to cooperate with you and I don't think any legislator could back away from it either.

Mr. James Hoffa

- 2 -

July 19, 1961

This is just one of many things Congress could do that would be constructive instead of trying to tear down unions with more Taft Hartley laws or Landrum-Griffith bills.

But it will take a forceful and powerful man to start this. Mr. Hoffa, you could do it.

Continued wishes for your success.

Sincerely,

Don Hyland

Don Hyland
32010 - 56th Avenue South
Auburn, Washington

LOCAL ADMIN. FILE

174

X Hyland, Don

X Boeing Airplane Company

November 30, 1960

James R. Hoffa
General President
International Brotherhood of Teamsters
25 Louisiana Avenue Northwest
Washington 1, D. C.

Dear Mr. Hoffa:

We earnestly plead for your help. By we I mean between 250 and 300 forklift truck drivers employed by the Boeing Airplane Company in the Seattle, Renton and Auburn area.

Twice we have signed application cards for membership in Local 174 Seattle and both times nothing came of it.

The last time was the summer of 1960 when 177 cards were signed and returned. We would have filled out more but we ran out of cards in some areas.

Later I phoned Mr. Cavano and asked him if there was anything I could do to help this cause and he told me he did not want these fork lift drivers in the union and that sending out application cards was a mistake.

I didn't have the heart to tell that to the other guys. I later talked to Mr. Nick Mattula who is a business agent employed by Mr. Cavano. He said the union had not sent out these cards and that they might be forgeries. I am enclosing a card that I had left over and it certainly looks genuine to me.

Later I asked a friend of mine who is a prominent teamster official to inquire as to why we were refused admittance to the Teamster Union and he was told by Cavanos office that it was against the Landrum-Griffith Bill for us to vote to drop out of the machinist union and apply for membership in the teamster Union.

I called Mr. Wilson who is an attorney for the National Labor Relations board and he said if we could prove that fork lift driving was craft we could have an election now.

There were also some other conditions under which we could have an immediate election. I am enclosing a clipping from a recent Seattle Times paper regarding another Boeing group that is changing to another union. The machinist union representing employees of Boeing has an open shop contract and a weak membership.

Boeing has become a tough employer in the last few years and the fork lift drivers are helpless without a strong union to represent them. We need the Teamsters Union. As of now we are disorganized and discouraged. Mr. Hoffa, we need your help.

P.S. I belonged to Teamster Local 162 Portland, 1933-1947. Withdrawal from Teamster Local 353 Seattle April 1960. Now in Machinists 751.

Don Hyland
32010-56th Avenue South
Auburn, Washington

(I don't have a phone)

✓ GENERAL ADMIN. FILE ✓
174
X Hyland, Don
X Boeing Airplane Co.

December 5, 1960

Mr. Clyde Crosby, General Organizer
International Brotherhood of Teamsters
1020 N. E. 3rd Avenue
Portland 12, Oregon

Dear Sir and Brother:

The attached communication was received by
this office from Don Hyland. I would appreciate your
looking into this and giving us your recommendation.

Fraternally yours,

H. J. Gibbons
Executive Assistant to the
General President

HJG:es

Encl.

November 30, 1960

James R. Hoffa
General President
International Brotherhood of Teamsters
25 Louisiana Avenue Northwest
Washington 1, D. C.

Dear Mr. Hoffa:

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Boeing has become a tough employer in the last few years and the fork lift drivers are helpless without a strong union to represent them. We need the Teamsters Union. As of now we are disorganized and discouraged. Mr. Hoffa, we need your help.

P.S. I belonged to Teamster Local 162 Portland, 1933-1947. Withdrawal from Teamster Local 353 Seattle April 1960. Now in Machinists 751.

Don Hyland
32010-56th Avenue South
Auburn, Washington

(I don't have a phone)

To TEAMSTERS LOCAL UNION NO. 174
INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS,
WAREHOUSEMEN & HELPERS

I _____
(name of employee)
am a member of the above named Local Union and pursuant to Section 9 (e) (1) of the
Labor Management Act of 1947, I do hereby authorize said Local Union to negotiate
with my employer _____
(name of employer)

for wages, hours and working conditions and a Union Shop Agreement requiring
membership in said Union as a condition of employment. I am employed in the
capacity of _____
(your classification)

Date _____ Signature _____
Address _____
City or Town _____

The Seattle Times
Thursday, Nov. 17, 1960

Electronics Workers Plan New Union

A group dissatisfied with the Aero Mechanics' Union has organized and eventually hopes to win collective-bargaining rights for 1,500 to 2,000 electronic technicians at the Boeing Airplane Co.

If successful, the technicians would be the second Boeing group to quit the Aero Mechanics' Union, an affiliate of the International Association of Machinists.

Nearly 300 welders voted in a National Labor Relations Board election nearly two years ago to quit the Aero Mechanics for Local 12, United Welders of America, an independent organization.

James A. Carter is chairman of a seven-man steering committee setting up the Association of Electronic Engineers. The organization is not limited to electronic technicians at Boeing's.

"We hope eventually to have members from United Control and other plants in the Seattle area," Kenneth Brown, a member of the steering committee, said.

"We are not seeking radio and television technicians and others who are in the jurisdiction of Local 46, Electrical Workers' Union."

The new organization, if successful, will seek an N. L. R. B. election at the Boeing plants.

A meeting of the technicians has been scheduled for 7:30 o'clock Tuesday night in the Rainier Fieldhouse. About 80 attended an earlier meeting.

The Aero Mechanic

EDITORIAL



Here's to You-

By John Sullivan
President, Aeronautical
Industrial District Lodge 751

By the time you read this column we will have resumed negotiations with the company, with the Federal Mediation and Conciliation Service acting in.

The primary job of the Mediation Service, as I see it, is to prod the company into acting halfway reasonable and reasonable.

We're ready to write a new contract at any time, using President Kennedy's Aerospace Panel report as a guide to an agreement.

Several members have asked what has been going on lately, so I thought I'd use this column to bring you up to date on my activities and observations.

I appeared before the Ninth Circuit Court of Appeals in San Francisco to help our attorney present our case for a re-examination of the Tall-Hortley injunction, particularly the wording of that court order.

We Were Banned
We won the first round, despite anything the company may have to say to the contrary.

The Circuit court agreed to take the case under advisement and render a decision. The decision probably will be declared on March 15.

The company argued that the Ninth Circuit shouldn't even accept jurisdiction, and that the order should stand exactly as the U.S. judge in Seattle issued it. But our arguments prevailed and the Circuit Court is studying the matter.

Busy in Other Ways
We have been busy in other ways.

At least four other fringe groups have tried recently to take advantage of our preoccupation with the company to stir up dissension and break up our unity of purpose.

None has been successful. On the contrary, the latest effort in this direction ended in a ridiculous fiasco. Some guy named Robert Bowling, who no longer is employed at the company, I understand, tried to lure our loyal tool and die men into some kind of phony independent union.

He called a meeting at the T. J. Miner Elementary School a week ago.

Loyal Union Men

Of the 42 members who attended the meeting, only three were even interested in what the guy had to say. All the rest walked out. A large part of the audience was made up of business representatives and local lodge officers who wanted to know what kind of baitery this guy was selling.

Earlier, a dissident group tried to pass on for a group of vehicle operators. But the Teamsters union supported our District Lodge and the

dissidents' petition was withdrawn.

An independent electronic technicians group continues to try to harass us. Their petitions already have been tossed out twice by the National Labor Relations Board.

I understand that there is also an inspector loud-mouthing in one of the shops.

Nothing To Offer
I've been through hundreds of these little raids in my twenty or more years with this union. I can tell you straight from the shoulder that they will do nothing for our members.

Look at it this way: What can a rabbit get you that a lion can't?

We Need Strength
Only our size and numbers will impress the company. If we split into little groups, the company will carve us up one by one.

During the American Revolutionary War a great patriot said: "We must all hang together or we will all surely hang separately."

United We Stand
Ours is an all for one and one for all organization. So far we have demonstrated that to 100 per cent. We mustn't let whispering campaigns, rumor mongering, false propaganda, or our own impatience weaken our resolve.

Together, nothing can hurt us. Separately, nothing can give us. "United we stand, divided we fall."

Everything Points Our Way
We've got everything going for us. We've got the facts. Nothing the company says or does can change the facts. We deserve all of the things in our contract proposal.

We've got the government. President Kennedy's Aerospace Panel laid down the basic position of the government. It called upon the company to look at your requests as submitted by your negotiating committee.

We've got public opinion. Virtually no one but the company and its kept stable of lawyers sees this dispute from the company's point of view.

We've got our own resolve and determination to win a fair and reasonable bargaining agreement.

We will prevail. It takes time, that's all.

'You Can Turn It on With This'



Letters To The Editor...

(Note: The following letter was brought into our office by a veteran member who has grown up with the modern labor movement. He is dedicated to the movement and loves his union.)

Editor:
This is an open letter to 40,000 Boeing employees within the bargaining unit of this union.

We must once again decide whether to accept another company "final offer" sometime next month or reject it and plan to fight.

If we employees follow the same pattern and course of action that we have followed for the last 15 years, we will huff and puff and sputter and spew right up to the deadline and then fold like a stack of cards, and accept a contract that leaves us in worse shape than we were when we started.

How can we be convinced that our acceptance for 15 years of these Give-'Em-Nothing, Beat-'Em-Down, Scare-'Em-Out, Buy-'Em-Off contracts has finally almost completely destroyed our chances of securing a good labor contract—unless we are willing to take action and go on strike after the injunction expires?

What must happen before we workers wake up and realize what is happening to us—before we realize what a real and terrific advantage we have allowed the Boeing Company to secure over us at the bargaining table? And I mean the freeloaders.

The company knows that without the freeloader we would be strong.

If we were strong at the bargaining table we could change the job descriptions and job evaluation write-ups. We could abolish or revise the PA system.

LOCAL A
Thursday, March 7
11:00 A.M.

LOCAL C
Thursday, March 14
7:30 P.M.

LOCAL F
Thursday, March 14
11:30 A.M.

LOCAL B
Thursday, March 28
7:30 P.M.

LOCAL D
Thursday, March 28
7:30 P.M.

LOCAL E
Thursday, March 21
11:30 A.M.

LOCAL G
Thursday, March 7
7:30 P.M.

LOCAL H
Thursday, March 7
7:30 P.M.

LOCAL I
Thursday, March 7
7:30 P.M.

LOCAL J
Thursday, March 7
7:30 P.M.

LOCAL K
Thursday, March 7
7:30 P.M.

LOCAL L
Thursday, March 7
7:30 P.M.

LOCAL M
Thursday, March 7
7:30 P.M.

LOCAL N
Thursday, March 7
7:30 P.M.

LOCAL O
Thursday, March 7
7:30 P.M.

LOCAL P
Thursday, March 7
7:30 P.M.

LOCAL Q
Thursday, March 7
7:30 P.M.

LOCAL R
Thursday, March 7
7:30 P.M.

LOCAL S
Thursday, March 7
7:30 P.M.

LOCAL T
Thursday, March 7
7:30 P.M.

Al Hayes, IAM Get Valentine Greetings

WASHINGTON (PAI)—President Al Hayes of the Machinists, whose birthday was Valentine's Day, got Valentine greetings both for himself and his union from Senator William Proxmire, Wisconsin Democrat.

In a statement prepared for radio broadcast by the Railway Labor Executive Association, Proxmire noted that Hayes was a native of Milwaukee; that he has served the union long and well and has developed a reputation throughout America for clean, honest, responsible labor leadership.

In Memoriam

- EARL S. HOOD**
Died February 12—Local C (Retired)
Mr. Hood joined Lodge 79
April 5, 1932
- OSCAR A. MARTIN**
Died February 11—Local C (3-3249)
Mr. Martin joined Lodge 751
February 19, 1942
- HOWARD N. NARANJO**
Died February 17—Local A (4-4220)
Mr. Naranjo joined Lodge 751
August 11, 1960

Attend Your Union Meetings

AERO MECHANIC

Aeronautical Industrial District
—LODGE 751—
International Association of Machinists
AFL-CIO
Official Organ
Washington State Machinists

District Lodge 751 Officers

- JOHN SULLIVAN**
President
- CHARLES INGLE**
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- WALTER BERG**
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- CHARLIE HAMLIN**
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- WILLIAM HOLT**
- RICHARD RUSSELL**

EDITOR

LEONARD SAARI
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Jesuits Laud Our Union . . .

The company, in the Boeing News, says many employees have been "confused" by our court battles over the injunction. Let us state that there is no "confusion" over who is the culprit in these months of negotiations.

The company, in its arrogant greed and spoiled-brat stubbornness is clearly at fault. President Kennedy's Aerospace Board has plainly so stated. Three massive votes by both our membership and all affected employees have shown where the people stand.

New comes another analysis by an impartial third party.

The magazine, AMERICA, published in New York City by the Catholic Society of Jesuits, carried a long editorial in its edition of February 9. The editorial analyzes the issues and reviews the history of our negotiations since last July.

Then the editorial states plainly and simply:

"It seems clear enough from the record that throughout this protracted controversy the Machinists have acted with great patience and a high sense of responsibility. In this case, as the Presidential board said, it's the company that is off base."

LIFE and LABOR . . .

BETTER LATE THAN NEVER—We applaud Governor Rosellini's decision to create a State Manpower Committee to advise him about the problems of automation. The governor outlined the committee and its responsibilities in his State of the State message. The committee, among other things, will study the effect of automation and technological change on employment.

We would like to point out, however, that the notion is not new. Our own District President John Sullivan wrote to the governor in October, 1959 (that's right, 3½ years ago), calling for him to set up such a commission. A commission of sorts was created then, but nothing was ever heard of it again. No public reports, no nothing. Let us hope that the new committee produces something a little more worthwhile.

Like perhaps a plan for alleviating the severe unemployment that is traceable directly to automation and technological innovation.

BOYS FOR MASSES, GIRLS FOR CLASSES—In London, England, if you want your children to be boys, stay in the working classes; but if you want your children to be girls, then get rich. That was the recommendation of Dr. Ronald Spranger after a five year study of the offspring of low-income and high-income families. It's all a matter of diet and nutrition, Dr. Spranger concluded. For example, a survey of the well-fed British nobles showed 57% of their progeny are girls.

GOOD SPELLERS—In Manchester, England, stenography and secretarial work has become one of the very few occupational fields in which middle-aged women are in demand. There's no mystery about it, according to employment agencies. "There's no mystery about it," said an agency official. "We have found, and so have employers, that women between 35 and 45 can spell. It's almost impossible to find a young glamer-puss who can."

Labor Press Still Needed

SAN FRANCISCO (PAI)—A. J. Lieblich, the noted writer who told the International Labor Press Association convention in Miami Beach last December that the labor press should be expanded, is continuing to hit the same point. Speaking in San Francisco recently he declared:

"We get fewer and fewer papers and I don't think that's good because we get fewer points of view. I hope labor might start newspapers in other areas. It is hopeless to start out."

Workmen's Comp. Should Cover All, Joe Davis Says

All occupations should be covered by workmen's compensation insurance, Joe Davis of the United Labor Lobby, told the Senate Labor Committee last week. "Most of the other states and Canadian Provinces cover everything. But at this time, we of labor are only asking that the law be amended to add the retail trade."

Davis stated that while the hazard of working in a retail store is less than logging, it is not less than a pulp-mill operation. "Labor is particularly concerned with retail warehouses," he said, "the only difference in the warehouse is who owns it."

Mass Media Controlled By Enemies of Labor

WASHINGTON—Mass communications for the most part are in the hands of people antagonistic to organized labor and create an atmosphere in which it is difficult to conduct responsible collective bargaining, AFL-CIO Vice Pres. Joseph D. Keenan declared.

Keenan, speaking to the Greater Washington Central Labor Council, stressed that the major problem is that most of those who control the press, radio and television do not accept labor as a permanent institution in American society.

This results, he said, in sit-

uations in which news reports are biased in favor of management, and the public has difficulty in obtaining the actual facts in labor-management disputes. Governments at all levels and the public at large have an obligation under the American system, he added, to foster a favorable climate for collective bargaining. Modern industrial society, he said, cannot survive as a free society unless there is an aggressive, militant and free labor movement.

Keenan warned of the current anti-union legislation under consideration by the ultra-conservative groups and sketched the history and the adverse effect of other anti-union legislation passed in the past 15 years.

Appeals Court To Hear Case On Injunction

(Continued from Page 1)

the company has been ordered to "engage in free collective bargaining in good faith."

The company also is restrained from attempting any action that might be considered an argument against union membership.

"That each defendant and their officers, directors, boards, agents, servants, employees, members and all persons in active concert or participation with them, or any of them, are hereby restrained from in any manner advising members of defendant unions concerning their rights to continue or discontinue their union membership following expiration dates of collective bargaining contracts heretofore entered into or written extensions thereof, pending written agreement between the parties or until such time as the National Labor Relations Board may make a determination concerning the status of such agreements as they may affect the parties thereto or until further order of the court," the memorandum opinion reads.

Collective bargaining, with the intervention of the Federal Mediation and Conciliation Service, resumed Tuesday, February 19.

Labor Lobby Seeks Bonds On Contractors

OLYMPIA—Construction contractors would be registered and would post a surety bond under provisions in House Bill 89, considered for the second time by the House of Representatives Committee on Licenses.

James Davis, representing the Washington State Building Trades Council, explained that the measure is an attempt to protect the public from "fly by night" operators and insure that contractors meet their obligations. At present, some contractors leave town before paying their workers, materials and various taxes, including withholding taxes.

Top Priority . . .

President Calls For Youth Bill To Combat Big Unemployment

WASHINGTON (PAI)—President Kennedy, deeply disturbed by continuing unemployment among young people, has given top priority to legislation that would provide jobs and training to thousands of young men and women now out of work.

In a special message to Congress, the President threw his full support behind House and Senate bills that would establish:

- A Youth Conservation Corps similar to that created during the depression of the '30s. This would enroll youngsters from 16 to 21 for outdoor work in national and state parks, national forests and other conservation projects. They would be paid \$80 a month in addition to board, lodging and clothes. They would be given educational and on-the-job training.

- A "home town youth corps" which would enroll young men and women for work in public or non-profit community service organizations. They would receive half of their pay from the Federal Government and the other half from the organization concerned.

Strong support for the legislation has come from the AFL-CIO and from numerous private organizations.

President Kennedy also has called for separate legislation which would increase the size of the Peace Corps from the present 4,350 volunteers to 13,000 men and would establish a domestic type of Peace Corps to be known as the National Service Corps.

The President, in his message, emphasized that during the 1960's, 7,500,000 students will drop out of school without a high school education and will find themselves unprepared for the skills that are needed in the current labor market. He added that in all, some 28,000,000 young men and women will enter the job market during the period—40 per cent more than during the past ten years.

'Time Ripe' Now For Seniority Law

CHICAGO (PAI)—Professor Meyer S. Ryder of the University of Michigan Graduate School of Business Administration believes that the time is ripe for "some new law" dealing with the problem of seniority rights involved in plant relocations. Calling the present situation "messy," Professor Ryder declared that if management is thinking of changing the location of a plant, it should be prepared to face problems involving "human" questions, personnel and management-union considerations, the employer's rights versus the employee's rights, and the employer's obligation to his employees in the new location.

AFL-CIO Asks Tax Cut Now

WASHINGTON—Describing the Kennedy Administration's tax cut proposals for 1963 as "insufficient" to meet the nation's current needs, the AFL-CIO has called instead for a "substantial and immediate cut solely in the first-bracket rate, retroactive to the beginning of this year."

An article in the February issue of the American Federationist, the AFL-CIO's monthly magazine, declares that labor will support additional tax cuts across the board "but only concurrently with loophole closing." The article, "Fair Taxes and Full Employment," was prepared by the AFL-CIO Dept. of Research as a Labor's Economic Review feature for the magazine.

It notes that the Administration's general program of tax reduction and reform is "directed towards objectives labor supports—elimination of joblessness and a faster rate of economic growth—but expresses deep concern over the proposed three-year 'phase-out' of the cuts and the priorities assigned to the first round.

U.S. Illiteracy Drops to 2.4%

WASHINGTON (PAI)—Organized labor, which historically has long fought for free education in the United States, can take some measure of credit for the low illiteracy rate just reported by the Bureau of the Census. In 1900, there were 11.3 illiterates out of every hundred persons in the United States. Today the rate is only 2.4 per cent.

In nine states, the average was less than 1 in 100, with the lowest rate—0.7—in Iowa. Other states with rates below 1 per cent were South Dakota, Nebraska, Kansas, Idaho, Wyoming, Utah, WASHINGTON and Oregon.

At the other end of the scale were nine states where as many as 1 out of 25 were illiterate. The highest percentage was 6.3 in Louisiana. The next eight states were: South Carolina, 5.5; Hawaii, 5.0; Mississippi, 4.9; Georgia, 4.5; Alabama, 4.2; Texas, 4.1; and New Mexico and North Carolina each with 4.0.

Grant Us Victory...

Invocation Prayer by Reverend George McClellan at the Mass Membership Meeting of January 23, 1963

O God, Creator of all things and Lord of all life, we acknowledge that Thou art our Creator and that we are Thy people and that we owe obedience to Thee. We acknowledge that Thou art the Father of all men and that all men are our brothers. We recognize that to obey Thee is the highest wisdom. Thou hast a special concern for all who labor, for Thy Son was a worker. We seek only that which is just for ourselves that we may live with justice and dignity. Bless our efforts, guide our leaders, control our divisions and grant us the victory as we do Thy will. Amen.

Bill Shakespeare Was A Union Man

It has been said of Bill Shakespeare that there is no detail of human behaviour that cannot be covered by an apt quotation from his plays and sonnets.

With an idle hour to waste and that thought in mind we decided to wade through our Collected Works of William Shakespeare to see if he was a good union man and where he stood on labor relations.

Sure enough, we soon found ample evidence that if the Bard of Avon had been living today he would undoubtedly have been a book carrying member in good standing of our union. Maybe much of what he wrote 343 years ago had a very different meaning then, but nevertheless, many of his famous lines are completely appropriate when they are applied to trade union subjects of today.

Listen to what Bill Shakespeare had to say on these matters:

NON-UNION SHOP: "Company, company, villainous company, hath been the living spoil of me." *King Henry IV.*

STRIKEBREAKERS: "Rubbish the poor itch of your opinion, doth only make yourself acebs." *Two Gentlemen of Verona*

COLLECTIVE BARGAINING: "And in the way of bargaining, mark ye, I'll cavil on the ninth pair of a hair." *King Henry IV.*

COMPANY LAWYERS: "The first thing we'll do is to kill all these lawyers." *King Henry V.*

WORKMAN'S COMPENSATION: "And so far as the coin of the company will stretch, I will have the just recompense." *King Henry V.*

COMPANY PROMISES: "More honored in the breach than in the observance." *Hamlet*

LANDRUM GRIFFIN: "Tis a tale told by an idiot - full of sound and fury - signifying nothing." *Measure for Measure*

MINIMUM WAGE: "Remuneration! O yes, that's the Latin word for three ferthings." *Love's Labor Lost*

PENSION PLAN: "I hope I shall have the leisure to make good in the evening of my days." *Comedy of Errors*

"Time hath, my Lord, a wallet at his back, Wherein he stows sima for his aged oblivion." *Troilus and Cressida*

COMPANY'S VIEW OF SICK LEAVE: "How doth they get the leisure to be sick, in such a justling time?" *King Henry V.*

COMPANY'S WAGE OFFER: "Look! our purses are not full, our garments poor; And we bleed from the very Devil of it." *The Taming of the Shrew*

UNORGANIZED WORKER: "Having nothing, then nothing can he lose." *King Henry IV.*

BROWN NOSES: "These puking bestards of our times, That will not sweat save for promotion." *As You Like It*

CONTRACTS: "Words pay no debts, but they are there to witness our plain intentions." *Troilus and Cressida*

GRIEVANCE PROCEDURE: "Things that seem past redress, are not with us past care." *King Richard III.*

GOOD UNION MAN: "I am but a true laborer: I earn that I eat; Got that I wear, owe no man hate, Envy no man's happiness, And am glad of other men's good." *As You Like It*

'Sorry, We're Still Too Busy'



Mid-Winter Bargain Bonanza at Your Own AERO SHOPPERS CLUB

ELECTRIC BROOM VACUUM CLEANER LIST \$40 OUR PRICE **\$29.99**

Other Vacuum Cleaners, List \$49.95 OUR PRICE **\$34.88**

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Mid-Winter Fun with a New TV Set...
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90-day tube warranty, one-year free service. This set will give you the sharpest picture and most enjoyment of any comparable product.

Take advantage of our Diesel Fuel Oil Plan. Save \$\$\$.
Call us for full details and prices.

(Members, park as long as you like in the Lodge 751 parking lot, adjacent to our store, while you browse through our House of Values)

AERO SHOPPERS CLUB

5513 Airport Way South

Parkway 5-7110

Adult Delinquency



Sorry, the COMPANY negotiators are in conference on the Aero Mechanic contract.

Jobless, Injury Compensation Hikes Sought

Four bills to improve the unemployment compensation and industrial insurance laws have the support of the United Labor Lobby in Olympia.

Senate Bill 303 increases the maximum amount of specified awards for permanent partial disabilities and increases the maximum for unspecified permanent partial disabilities from \$5,750 to \$15,000.

Senate Bill 306 provides that disqualification for unemployment compensation benefits shall continue for five weeks following the date when a recipient refuses to accept suitable work.

Senate Bill 337 increases the unemployment compensation tax base wage from the first \$3,000 to the first \$3,500 and raises the maximum amount of benefits payable from \$43 per week to \$48 per week. Twenty-one states have higher benefits than Washington.

Senate Bill 343 adds permanent partial disability to the second injury provisions in the industrial insurance law. When the 1961 legislature passed the second injury legislation it applied only to permanent total disability.

I AM A MEMBER
 OF
INDUSTRIAL DISTRICT
 LODGE NO. 751
 (AERO MECHANICS UNION)
ARE YOU?

Gap Between Rich & Poor Widening, Surveys Show

WASHINGTON—While most Americans are better off financially than they were five years ago, the gap between those at the top and bottom of the economic ladder shows no signs of narrowing. In fact, it has widened slightly in recent years.

This unequal division of U.S. wealth is enshrined in Labor's Economic Review, a feature of a recent issue of the American Federationist, official AFL-CIO magazine, prepared by the Department of Research. The analysis is based on the latest available data, including a new government survey.

Uneven Distribution
 Despite statistics showing steady growth in "average" family income, the gains have been unevenly distributed, the study shows. Neither high tax rates on high income nor the impact of welfare legislation has brought about any leveling of the extremes.

In 1956, for example, the high 20 percent of the nation's families received 43.2 percent of the total after-tax family income, while the lowest fifth had only 5.2 percent.

By 1960, the family income of the bottom 20 percent had gone up \$200, while that of the top 20 percent had risen \$2,400. As a result, the top fifth received 43.8 percent of the total income, while the share of the bottom fifth had slipped to 4.9 percent.

A U.S. Dept. of Commerce study on family income distribution "establishes these major points," the AFL-CIO analysis declared.

• While postwar family income averages have been rising significantly and all income brackets have benefited, the gain of the neediest has been shockingly small and the income share of the groups at the bottom of the scale actually has been going down.

• About two-fifths of all Americans live in families with

income still too low to provide the minimum essentials of comfortable and decent living."

The AFL-CIO analysis also cites a study of wealth accumulation by Prof. Robert Lampman of the University of Wisconsin dealing with the percentage of the nation's personal wealth held by the richest 1 percent of U.S. adults.

While the personal wealth of the top 1 percent dropped from a high of 36.3 percent in 1929 to a low of 18.8 percent in 1949, the percentage has been moving up since then. In 1963, it was 34.3 percent; in 1964, 36 percent, and in 1961 the richest 1 percent owned 30 percent of the nation's personal wealth.

This has been accompanied by a rise in the number of millionaires from 27,000 in 1953 to about 100,000 by 1961.

Bus. Rep. Callahan Home from Hospital, Back to Work April 1

Bus. Rep. Gene Callahan is home from the hospital, convalescing from a heart attack. He says he will be back on the job around the first of April.

His doctor said the energetic business representative must take it easy for about six weeks.

"Have you ever tried to do nothing?" Callahan asked friends at Lodge 751 headquarters when he visited a week ago.

"Well, it's the hardest thing in the world to do," he stated. "I'd rather be back putting in 12-hour days."

The Irishman from Butte asked the editor to publicly thank all his friends who sent cards or visited him in the hospital.

Negotiations Resume; Ninth Circuit Court To Review Wording Of 80-Day Injunction

Negotiations resumed Tuesday, February 19, in the offices of the Federal Mediation and Conciliation Service here in Seattle.

Attending the negotiations were all members of our negotiating committee, including District President John Sullivan; GLR Ed Springer, negotiations coordinator; GLR Ed Carrig, sitting in for Machinists at Rohr Aircraft; GLR W. J. Usery, for members at Cape Canaveral; GLR Vito Mazzocano, for District 70, Wichita, and others.

(The AERO MECHANIC deadline passed prior to the end of that first meeting.)

Our union still is trying to drill into the heads of the company negotiators that what the company has offered so far is not acceptable to our members—or the non-members, for that matter.

Ask Fair Settlement
 Our union still is seeking a fair and reasonable settlement based on increases in wages and cost "fringes," drastic revision of job evaluation, elimination or massive revision of Performance Analysis, union security, and improvements in other areas.

Our negotiators have pointed out that the Aerospace Panel appointed by President Kennedy last fall had laid down reasonable guidelines for a decent settlement.

Arbitration Offered
 Earlier, they offered to submit the Taft-Hartley contract matter to binding arbitration. The company merely sneered.

If the company doesn't yield to reason prior to the end of the Taft-Hartley injunction period in which we are now working, our union will be free to strike.

The date of the expiration of the 80-day Taft-Hartley injunction period comes on approximately April 15.

Appeal Granted
 Meanwhile, the U.S. Circuit Court of Appeals, Ninth District, in San Francisco, has agreed to review the wording of the Taft-Hartley injunction imposed upon the company and our union January 25.

The court agreed to review the injunction despite the vigorous protests of company attorneys.

Status Quo Sought
 Our union maintained that the 80-day Taft-Hartley injunction should continue the status quo of the contract extension. The company objected vigorously, and tried to preserve the ruling as issued by the U.S. District Court here on February 8.

This means that the San Francisco Appeals Court has examined the findings of the District Court and is accepting our plea for a review of the injunction. The Appeals Court then will decide what the actual conditions of the 80-day injunction will be.

Violations on Docket
 Any violations of the injunction also will be reviewed by the Appeals Court on March 15.

The original injunction is-

sued here by U.S. District Judge William J. Lindberg halted any strike or lockout at company installations, directed both sides to resume bargaining in good faith, and forbade any of the parties to discuss any aspect of the maintenance-of-membership clause of the contract.

Our union sought to have included in the injunction a section specifically calling for the status quo on all conditions of the contract.

Appeals Court To Hear Case On Injunction

The three-man U.S. Court of Appeals, Ninth Circuit, in San Francisco has ruled against the company's adamant position by deciding to hear our union's appeal to the wording of the Taft-Hartley injunction issued here earlier.

The circuit court will issue its final decision later, probably on March 15.

The company argued vehemently that the San Francisco judges should not even look at our appeal.

Our union appealed the wording of the injunction issued in U.S. District Court here on the grounds that it did not continue all of the terms and conditions of the previous contract. Specifically at issue was the maintenance of membership clause.

Halts Company
 In the final wording of his memorandum opinion, U.S. District Judge William J. Lindberg did change the wording to prevent the company from attempting to sabotage our union. But his order did not go far enough, in the opinion of our attorneys.

Our union, of course, is enjoined from striking for 80 days. The company also is enjoined from locking our members out for a like period.

According to Judge Lindberg's memorandum opinion, if the company attempts to change the wages, hours and working conditions of the previous contract during the 80 days, it can be found guilty of an unfair labor practice.

The company is named as "defendant" in the injunction, along with our union.

Ordered to Bargain
 As one of the defendants, (Continued on Page 3)

ADMINISTRATIVE FILE

*Affiliate Report to
Being Unplanned*

WARREN G. MAGNUSON, WASH., CHAIRMAN
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GEORGE A. SMITHSON, FLA.
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VANCE HARTKE, WYO.
DALE W. MOSES, WYO.
EDWARD JANNETT, CHIEF CLERK

United States Senate

COMMITTEE ON COMMERCE

November 26, 1962

Mr. Don A. Hyland
32010 - 56th Avenue South
Auburn, Washington

Dear Mr. Hyland:

Since your letter was received in our Washington, D. C., office, I have had my staff there and here make very complete inquiry into the matter referred to therein with the Labor Representative in your group. While this is a matter entirely in the hands of the National Labor Relations Board, I am able to tell you that our inquiries in Washington and locally lead me to believe that you have a matter that should be taken up directly with the Board. Members of my staff have discussed this matter with Mr. Thomas P. Graham, Regional Director, National Labor Relations Board, 327 Logan Building, Mutual-2 3300, ext: 553. It is my belief that if you would call Mr. Graham, and sit down and discuss the problem with the Director, himself, if there are any avenues to accomplish what you are attempting to do he would know about them. It may be that this is not the time that it can be done. There are many rulings of the Board, itself, that relate to such matters. I have asked Mr. Graham to go into the matter thoroughly with you, and to report to me.

Best regards.

Sincerely,

Warren G. Magnuson

WARREN G. MAGNUSON, U.S.S.

WGM:flh

WARREN G. MAGNUSON, WASH., CHAIRMAN
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United States Senate
COMMITTEE ON COMMERCE

November 10, 1968

Mr. Don A. Hyland
32010 56th Avenue South
Auburn, Washington

Dear Mr. Hyland:

Thank you for your recent letter with regard to the problem that you are having trying to get out of the machinist union and into the Teamsters Local 174.

I have read your letter with a great deal of interest and am forwarding your letter to my Seattle office to my Administrative Assistant, Mr. Fred Lordan, as I feel if anything can be done on this matter, he can handle it more efficiently from Seattle, than can be done by mail. My Seattle office, as you know, is located in the U.S. Court House, Room 900, Seattle 4, Washington and the telephone number there is Mutual 2-3300, extension 508.

I appreciate your calling this matter to my attention and you will be hearing directly from my Seattle Office in the near future.

With kind regards, I am,

Sincerely,

Warren Magnuson
WARREN G. MAGNUSON, U.S.S.
By direction

WGM:D

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United States Senate
COMMITTEE ON ARMED SERVICES

November 6, 1962

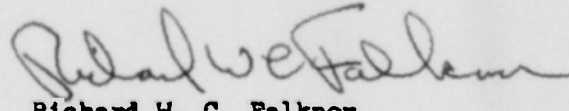
Mr. Don A. Hyland
32010 56th Avenue, South
Auburn, Washington

Dear Mr. Hyland:

In the absence of Senator Jackson, I am writing to acknowledge with thanks your letter of October 31 regarding your group's efforts to leave the Machinists' Union at Boeing and to join the Teamsters' Union.

As you know, Senator Jackson is now traveling extensively in Washington, but I want you to know that I shall see that your letter is brought to his attention just as soon as practicable.

Sincerely,



Richard W. C. Falknor
Assistant to
Henry M. Jackson, U.S.S.

RWCF:dz

APPLICATION BLANK



**Aeronautical Workers
Warehousemen and Helpers**

Local 451

AFFILIATED WITH THE

INTERNATIONAL BROTHERHOOD OF TEAMSTERS,
CHAUFFEURS, WAREHOUSEMEN AND HELPERS

A. F. of L.

....., 19.....
Desiring to become a member of the above Union I
hereby make application for admission to membership.

Name

Address City

Occupation

Employed at Plant

Citizen? Registered Voter?

Date of Birth Phone

Date Employed

Social Security Number

My Beneficiary Is

FULL NAME (Example: May A. Doe, not Mrs. John Doe)

Relationship to Insured

Signature

All initiation money left on deposit by default or applicant shall be
considered forfeited in 30 days.

These cards were printed
at my expense and to my
copy -
I goofed - forgot to put a
date line

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

Should we, by free election vote to join the Teamsters Union, I authorize the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment.

This election is to cover forklift truck drivers, H and H flatbed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name _____ Job Classification _____
Home Phone _____ Home Address _____
Job Location _____

To The National Labor Relations Board, Seattle:

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This election is to cover forklift truck drivers, H and H flatbed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: DAVE LEE Job Classification: 497
Home Phone: 523 5-0000 Home Address: 326 15th St
Job Location: Boeing SEATTLE
5947 17th 63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Charles Philis Job Classification H & H Mail Truck
Home Phone _____ Home Address Black Diamond
Job Location 5917 263 Washington

To TEAMSTERS LOCAL UNION NO. 174
INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS,
WAREHOUSEMEN & HELPERS

I _____
(name of employee)
am a member of the above named Local Union and pursuant to Section 9 (e) (1) of the
Labor Management Act of 1947, I do hereby authorize said Local Union to negotiate
with my employer _____
(name of employer)

for wages, hours and working conditions and a Union Shop Agreement requiring
membership in said Union as a condition of employment. I am employed in the
capacity of _____
(your classification)

Signature _____
Date _____ Address _____
City or Town _____

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Alan E. Boney Job Classification Overhead Crane
Home Phone Don 268-257 Home Address 10727-36th NE
Job Location Boeing D.C. 4/4/62 Seattle Wash.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name James H. Stittler Job Classification M E O
Home Phone PH 2-7003 Home Address 2008 1st St
Job Location Warehouse 13 Renton Wash
Jan 17-63

HELM STITLER

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name ERNEST SORENSON Job Classification Overhead Crane Operator
Home Phone CR-2-8508 Home Address 2019-So-140th St
Job Location D. C. 4/4/68 Seattle, W. Wash.

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name BRUCE E. GALLA Job Classification Overhead Crane Operator
Home Phone PA 5-6702 Home Address Box 731
Job Location Seattle, Wash.
394 173 63

E. GALLA

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Leslie Tidwell Job Classification Fork Lift
Home Phone N/A Home Address RT 2 Box 388
Job Location STA 13 Sumner, Wash
Jan 17 1963

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Paul Headman Job Classification Teamster

Home Phone WA 2-9565 Home Address 1440 27th St

Job Location Boeing Shawway Wash

27

Jan 17-63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name W. S. Sabell Job Classification 4195
Home Phone 283-2160 Home Address 4211 So. 175th St
Job Location SEATTLE Fin. Ld. SEATTLE WA 98148
597 17863

ISBELL

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name _____ Job Classification _____
Home Phone _____ Home Address _____
Job Location _____

J97 17-63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Joe J. Sullivan Job Classification Millwright
Home Phone AL 56653 Home Address 3407 131st St
Job Location Boeing Renton Washington
27 Jan 17 1963

01/17/63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Dean Kozelchynski Job Classification AWC Dispatcher
Home Phone AL 53767 Home Address 213 5th Ave
Job Location 1450 Blvd SEASIDE, WASH
Date Jan 17 - 63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: Howard P. Marano Job Classification: 9197
Home Phone: EA 27573 Home Address: 529 16th AVE.
Job Location: Sta. 11 Center SEATTLE
594 17-65

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name *Michael Williams* Job Classification *Construction*
Home Phone *none* Home Address *912 1st 118th*
Job Location *Auburn Seattle 66 Wash.*
27 *39 173 63*

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Thad E. Lewis Job Classification Automotive Operator
Home Phone PA 3-8703 Home Address 7753-67th St SE
Job Location 1054 6th Avenue Seattle 18, Wash.
-11 Jan 17 - 63

(INDATES)

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name JOEL ANDERSON Job Classification Forklift Driver
Home Phone CH 4-9227 Home Address 18412 49th So
Job Location Plant 2 1/17/63 Seattle, WA, Wash

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Robert J. Allen Job Classification MC Oper.
Home Phone _____ Home Address Box 437 Rt. 3
Job Location ST#13 North, Wash.
J9017E 63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Stanley Adlogoff Job Classification 4197
Home Phone 206-5-3967 Home Address 10033
Job Location Plant 2 Dunsmuir Way
J9717-63 Boeing Co. 98148

ARB0631

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Joseph G. Gagliardi Job Classification Hand loader
Home Phone HE 348580 Home Address 110 4th St SE
Job Location 1950 Renton Auburn, Wash.
-27 Jan 17-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Sam Backman Job Classification forklift driver
Home Phone _____ Home Address 2100 1st Ave. S. Burien
Job Location Renton field Wash
②-27 J9717-63

1-17-63

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Name	<i>Richard Baker</i>	Job Classification	<i>MEO "B"</i>
Home Phone	<i>43-1798</i>	Home Address	<i>12457-1st SW</i>
Job Location	<i>PLC 2</i>		<i>Seattle, Wn</i>

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Gust C. Baldwin Job Classification Forklift
Home Phone WA 2-8313 Home Address 215 - 60th Ave NW
Job Location Sta 11 Boeing
507 172 63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name *Nelson L. Deussen* Job Classification *Operator "B"*
Home Phone *PH 5-2261* Home Address *4529 BIRDAVEN ST*
Job Location *Renton*
27 *50717-63*

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Logan B. Bradley Job Classification 4197
Home Phone EA 4-7043 Home Address 422-26th St
Job Location PH #2 Seattle (44) W. Wash.
J9 17-63

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Name: [Handwritten Name] Job Classification: M.E.D. B
Home Phone: 2-72442 Home Address: 312 Fremont
Job Location: 2 1211-68 WASH

Jan 17 1963

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Norman Bulpin Job Classification Fork LIFT
Home Phone 5-4161 Home Address 3202 42ND AVE E
Job Location 212 12 KENTON WASH
JAN 17-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Jack L. Carlson Job Classification operator
Home Phone PA 3-9710 Home Address 2905 So 126th
Job Location Plant #1 Renton, Wash.

NDAI

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: Leo Chydehnie Job Classification: 227-100-1000
Home Phone: CL 4-8208 Home Address: 2807 S. 121st
Job Location: Seattle, Wash.

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

Should we, by free election vote to join the Teamsters Union, I authorize the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment.

This election is to cover forklift truck drivers, H and H flatbed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Cecil L. Chapman Job Classification 4195
Home Phone 2-13451 Home Address 4009 475th
Job Location Seattle, Wash.
J97-17-63

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

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This election is to cover forklift truck drivers, H and H flatbed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Sam S. Gannon Job Classification FORKLIFT OPER
Home Phone 425-6226 Home Address 100 11 SE 10th
Job Location Boeing WA

JAN 17 - 63

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

Should we, by free election, vote to join the Teamsters Union, I authorize the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment.

This election is to cover forklift truck drivers, H and H flathed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Leon A. Guake Job Classification Hook Tender
Home Phone 24-4-5519 Home Address 14212 59th Ave
Job Location Penton Inkwell, Wash.
27 Jan 17 1963

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

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This election is to cover forklift truck drivers, H and H flathed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name _____ Job Classification _____

Home Phone _____ Home Address _____

Job Location _____

JA 717-63

GARDEN COUNTRY

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

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This election is to cover forklift truck drivers, H and H flathed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-pant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar ~~equipment~~ equipment, except millwrights.

Name: *Earl D. Hurling* Job Classification: *Fork Lift*
Home Phone: *none* Home Address: *Box 2 - Bonanza*
Job Location: *Huburn* *Tacoma Wash.*
27 Jan 17-63

UNION

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

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This election is to cover forklift truck drivers, H and H flatbed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name John Wink Job Classification Truck Driver
Home Phone 214-2322 Home Address 922 109 NE
Job Location plant 1/17/63

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters. Should we, by free election vote to join the Teamsters Union, I authorize the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union ~~new~~ agreement requiring membership in said union as a condition of employment.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Thomas T. Beachy Job Classification _____
Home Phone Bot 1442 4412 Home Address 44 L 2d Row H
Job Location Seattle 400 Seattle 30717-63
Bot 2094

Beachy

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters. Should we, by free election vote to join the Teamsters Union, I authorize the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Isaiah Edwards Job Classification 4195
Home Phone EA-2-5194 Home Address 164-26th Ave
Job Location Whse 40-A
39917-63

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

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In short, anyone in the Boeing Transportation Department who operates this and similar motor equipment, except millwrights.

Name Greg De Engle Job Classification Hook Tender
Home Phone 206-3108 Home Address 1307 Talbot Rd
Job Location Boeing Field Spokane WA
27 597 17 2 63

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name LYLE RYAN Job Classification TRUCK DRIVER
Home Phone 2-6556 Home Address 214 6 AVE
Job Location SEASIDE STATION
•77 JAN 17 - 65

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own vote to join the Teamsters International Headquarters. Should we, by free election together with the Teamsters Union, I authorize the committee and/or the chairman to join the Teamsters International Headquarters with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment.

This election is to cover forklift truck drivers, H and H flatbed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or un loaders using forklift trucks, in-plant bus drivers, and similar mobile equipment, except millwrights.

Name Richard Johnson Job Classification MEA B
Home Phone TR 2-4669 Home Address 1402 313 Ave
Job Location TRUCKING AREA Federal Way Wash
NO WNSA 1977 17 263

5540000

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name *John Fisher* Job Classification *4197*
Home Phone *GN-4-9254* Home Address *3341 S. 1st
Tacoma 8 Wn.*
Job Location *J9 P 17 & 63*

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name WILLIAM W. FREE Job Classification MEO. R
Home Phone AL5-3707 Home Address 3610 TILLY AVE. N
Job Location 6-8221 STATION KENTON WASH.

JAN 17 1963

To The National Labor Relations Board, Seattle:

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This election is to cover forklift truck drivers, H and H flatbed truck drivers, and a union shop agreement, crane operators, hook tenders, freight car loaders or tractor drivers, mobile crane operators, in-plant bus drivers, unloaders using forklift trucks, in the Boeing Transportation Department who operates this in short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Matthew K. Koster Job Classification 4197
 Phone 504-3984 Home Address 23138 Liberty
 Union AF of L 19717063

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Georgina Jordan Job Classification 7
Home Phone AL 5-1720 Home Address 2117 S. 4th
Job Location Renton Renton
27 J9717-65

UNDAIR

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name <u>John R. HAIMA</u>	Job Classification <u>L. Ft truck Driver</u>
Home Phone _____	Home Address <u>Seattle, Wash</u>
Job Location <u>Plant 7E</u>	

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Louis Haddock Job Classification DRIVER
Home Phone AL-5-3270 Home Address 615 S. WILLIAMS
Job Location RENTON RENTON, WASH.
79717-63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Robert L. HART Job Classification EXP. MGT.
Home Phone 425 21356 Home Address 1417 1st St. Tukwila, WA
Job Location STB 17 West Wash
-27 Jan 17-05

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters. Should we, by free election vote to join the Teamsters Union, I authorize the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name George J. B. [unclear] Job Classification Hub Tender
Home Phone 214-2217 Home Address 2711-160 Ave. S.E.
Job Location Pentagon Seattle, Wash.

J97 17-63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name CHARLES HAGE (VW) Job Classification WAREHOUSEMAN
Home Phone _____ Home Address 613 6 ST
Job Location RENTON TRANS DIV. J01 173 63 RENTON, WA

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name W. H. H. 15 Job Classification 4195
Home phone FA 2-2207 Home Address 722 2nd St.
Job Location PLT 2
7 JAN 17 63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: *Arthur L. Klops* Job Classification: *BI Fork Lift*
Home Phone: *TA 4-6294* Home Address: *2940 S. 257th*
Job Location: *Boeing Renton* *Rent Wash*
7 797-11-63

Hinnabach

To The National Labor Relations Board, Seattle.

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: *Frank Hinnabach* Job Classification: *4195*
Home Phone: *42-7621* Home Address: *5636-223*
Job Location: *Seattle Mill South*
27 *JA 17-63*

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Therese Hinton Job Classification H-H D. parts
Home Phone EA5 8219 Home Address 306 - 5 Ave.
Job Location Kenton Seattle Washington
Therese Hinton Jan 17 1963

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Fred A. Hagan Job Classification Utility Driver
Home Phone 624 1271 Home Address 5304 So. Prospect
Job Location Pacific 126072
San 17463

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Ralph B. Johnson Job Classification B
Home Phone 422-2522 Home Address 4222 49th S.W.
Job Location Boeing Center 9/1/63 Seattle

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name ALFRED E. HORN Job Classification Trucks Operator
Home Phone N/A Home Address 5455
Job Location 11 Beach Drive
27 JQH J7 63 200416-16 WASH.

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Don Hyland Job Classification FORK LIFT DRIVER
Home Phone _____ Home Address 32910-56th Ave, So
Job Location St. 17 - Auburn Auburn
59117th - 63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Harold J. Lehman Job Classification Hook Tender
Home Phone _____ Home Address 1422 S.E. 96th St.
Job Location Boeing Redmond, WA 98073

7971763

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Eduard Jackson Job Classification _____
Home Phone FA-251 Home Address 129-30 1st Ave T
Job Location Plant 2 Seattle 2 Wash.
397 17863

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name J. S. Williams Job Classification 4/H197
Home Phone 207-40127 Home Address 505-30
Job Location 207-40 524662-22
7901963

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: *Earl E. Jones* Job Classification: *Forklift Oper.*
Home Phone: *BR. 2-1309* Home Address: *2127 So. 6th St.*
Job Location: *Auburn* *Tacoma 6, Wash.*
27 *Jan 17 1963*

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name ANTON E. KAHOUN Job Classification HOOK TENDER
Home Phone A65-6734 Home Address 19022-1444 AVENUE E.
Job Location Boeing Renton Wash.
27 39717-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Val L. Ray Job Classification Fork Lift Truck 4197
Home Phone 753-6154 Home Address 36245
Job Location REUBEN West Valley Hwy Reuben
27 Jan 17 63

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Name Ralph D. Miller Job Classification M.E.O.
Home Phone SP43-0733 Home Address 11615 120th St
Job Location Boeing Seattle Wash.

Jan 17 - 65

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Arthur Hunter Job Classification Driver
Home Phone PA 5-5409 Home Address 8200 20th
Job Location 1050 Seattle 78 1st

JAN 17-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Randy KRAJINA Job Classification HOISTING OPERATOR
Home Phone PA-3-7483 Home Address 12016 87TH S
Job Location Transport Div SEATTLE 78, WASH
27 STAIR JAN 17 1963

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Howard H. Mat Job Classification Tractor Driver
Home Phone 599-1734 Home Address 1210 1st St. Seattle
Job Location Boeing Plant 3

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Hugh E. Bonds Job Classification Butney opp.
Home Phone None Home Address 11414 SE 164th
Job Location Station 13 - 6-4221 Renton Wash.

J 9717-63

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Name: Robert Jackson Job Classification: Dispatcher
Home Phone: 3-5227 Home Address: 105 Cortez Ave
Job Location: Whit 3617 Huber Wash.
Whit 30 590 1763

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: *John J. Sommer* Job Classification: *Transportation*
Home Phone: *597-1726* Home Address: *9, Bld-130656*
Job Location: *Sea. 7 Sub* *Sommer, Wash*
-27 *59717263*

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: Edith A. Lumbly Job Classification: Truck Driver
Home Phone: None Home Address: 612 15 St SE
Job Location: SO. Du. Wash.
J9717#63

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LUBES

Name James S. Sullivan Job Classification M.F.O.
Home Phone 734-1112 Home Address 1111 1st St. S.E.
Job Location TULALIP WACATIA, WASH.
27 Jan 17 - 63

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Name James E. McCosh Job Classification LIFT DRIVER
Home Phone BA 6-5897 Home Address 421 Langston
Job Location ETA 13 Renton Wash
-27 JAN 17 1963

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Name John McKeon Job Classification 93 Forklift
Home Phone None Home Address 6711 N. Wall St
Job Location 4771 Renton Renton
Jan 17 1963

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Name J. C. MAREAN Job Classification TRACTOR DRIVER
Home Phone 467-5825 Home Address 7730 1st St
Job Location SEATTLE TACOMA 44 WASH.
27 Jan 17-63

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Name R.P. Williams Job Classification M.E.O. (R)
Home Phone LA 3-3841 Home Address 5540
Job Location RENTON 23rd 11/5
39717-63

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Name George A. Mitchell Job Classification Senior Millwright
Home Phone 213-5749 Home Address 255 S. 25th St.
Job Location PLT 2 Seattle

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Name John K. Murphy Job Classification 1-17-63 machine operator
Home Phone 592-6910 Home Address 242
Job Location Boeing Co. Aluminum and Si.
Seattle Wash.

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Name: David C. Swisher Job Classification: Tractor Driver
Home Phone: NW 1 Home Address: Box 15
Job Location: South Prairie, Wash
JQH 17263

APPEAR

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Name Nick J. Chabuch Job Classification Forklift Driver
Home Phone AL 5-2469 Home Address 4526 Livingston Pl.
Job Location Boeing Renton, Wash.

Jan 17 1963

Pub High

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Name William H. Quicker Job Classification 4197
Home Phone EA 4-5349 Home Address 912 28 AVE SE
Job Location B. 70/HNG
JAN 17 1963

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Name Bonnie D. Bishop Job Classification 6-4221
Home Phone 246-2448 Home Address 5465 SW
Job Location Boeing Willow Seattle
②⑦ ⑤③ ⑤⑨⑦ ①⑦④⑥③

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Name <u>Ray E. Rugges</u>	Job Classification <u>Transportation</u>
Home Phone <u>AL 5-7225</u>	Home Address <u>904 6th Ave N.</u>
Job Location <u>ST 11</u>	<u>Placenta WA</u>
<u>1977 63</u>	

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Bob Roof Job Classification TIT DRIVER
Home Phone UN 2-7874 Home Address 6105 NE 21 ST
Job Location RENTON 390 173 63 Puyallup

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Carl D. Russell Job Classification B DRIVER
Home Phone _____ Home Address RM 2 8021916
Job Location AUBURN AUBURN; WASH.
599 17-63

To The National Labor Relations Board, Seattle:

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This election is to cover forklift truck drivers, H and H flatbed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Paul R. Schalkau Job Classification M.E.O.
Home Phone 622-7220 Home Address 322-ND-7754
Job Location SEXTON Seattle 3, Wash.
Jan 17-63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name, John H. Lee Job Classification Forklift-Tow-E
Home Phone BR-6-3051 Home Address 1010-2nd AVE-NE
Job Location SEAL-EL-10 RENTON, WA.
7 Jan 17 1963

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, ~~except~~ millwrights.

Name Lance B. Shelton Job Classification 4195
Home Phone 772-2774 Home Address 2401 S R
Job Location Cleak Tacoma Wash

5977 17-63

SHELTON

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar type equipment, except millwrights.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Walter J. Moore Job Classification L-4221
Home Phone VE 9-3587 Home Address 1019 - S.W. 317
Job Location RENTON, WASH. Federal Way Washington
-7 597 17 - 63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name <u>Ted L. Sloan</u>	Job Classification <u>FORKLIFT OPER.</u>
Home Phone <u>RL 5-2062</u>	Home Address <u>1909 SE 169th Pl</u>
Job Location <u>STATION 13</u>	<u>RENTON, WASHINGTON</u>
<u>27 RENTON PLT.</u>	<u>JAN 17-63</u>

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Gene W. Smith Job Classification Driver
Home Phone _____ Home Address 3415 35th E 157th
Job Location Renton Rt 1 Box 837J Kent, WA
-27 T97 17-63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name RICHARD STADON Job Classification FORKLIFT DRIVER

Home Phone 474-2342 Home Address 211 N. 1st St.

Job Location Station 12

Jan 17 63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name W. J. Trent Job Classification Forklift
Home Phone CH 4-5276 Home Address 1455 10th Ave
Job Location Station 18 Boeing Co. 108700
JAN 17-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Louis Turtico Job Classification _____
Home Phone EA4 1475 Home Address 1309 South
Job Location _____ Winthrop Street
-D Jan 17 63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: Paul Miller Job Classification: 1-763
Home Phone: _____ Home Address: 809 13th Ave
Job Location: Paul Miller
① 59717463

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name W. J. White Job Classification Fork LIFT
Home Phone 245-2439 Home Address 860 South 100th
Job Location STA 13
JAN 17 1963

WHITE

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name [Handwritten Signature] Job Classification fork lift opp

Home Phone 822 2214 Home Address 226 307th

Job Location Boeing Seattle Seattle

59117-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name *D. C. Wingate* Job Classification *Forklift Dr.*
Home Phone *EA 39833* Home Address *131 - 24th East*
Job Location *Renton* *Seattle Wash*
-7-7 *Jan 17 - 63*

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Mark J. Wood Job Classification Forklift Driver

Home Phone PA 25737 Home Address 2838 So. Dakota

Job Location Renton Seattle & Wash

7-7

307 17-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name EL WRIGHT Job Classification TRUCK DRIVER
Home Phone 3-2-4727 Home Address 18436 176th SE
Job Location Boeing Renton RENTON
Jan 17 63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Ray Zucchi Job Classification Truck Driver
Home Phone 242-6397 Home Address 16247 16th St S
Job Location South Field Seattle Wash
27 Jan 17-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except railworkers.

Name Clarence A. Bauer Job Classification Hook tender
Home Phone PT 3-3222 4/7/42 Home Address 21516 47th ave west
Job Location D.C. Boothell, Wash

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name R. J. Chisler Job Classification B 6022
Home Phone WES 2265 Home Address 10107 32nd SW
Job Location J.C. 4/4/63 Seattle Wash.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name John J. [unclear] Job Classification 3096
Home Phone SW 4-5174 Home Address 512 - [unclear] 20th
Job Location Plant # 11 18165 Seattle, Wash

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In short, anyone in the Boeing Transportation Department who operates this and similar motor equipment, except millwrights.

Name Edward O'Donoghue Job Classification Roll driver
Home Phone None Home Address 10377 E 44th
Job Location DC 4/7/63 Seattle, Wn

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name WILLIAM H. HAY Job Classification MOB. EQUIP. DR.
Home Phone AT 3-3817 Home Address 159 WARD ST
Job Location UC 7/7/67 SEATTLE 2, WASH.

1-17-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name <u>Robert M. Madwin</u>	Job Classification <u>"HOSA"</u>
Home Phone <u>144-6486</u>	Home Address <u>1502-56 146th</u>
Job Location <u>B29 Hqr.</u>	<u>Seattle 28 Wash.</u>

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Clarence H. Richardson Classification "B" HYSTER OPER.
Home Phone EL-3-2787 Home Address 7120 Olympic
Job Location Jubilee BRIVE, EVERETT, WA.
DATE 1-31-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name John W. Seay Job Classification "AFO" "B"
Home Phone _____ Home Address 242, C-434
Job Location ISLAND Stonewood road
DATE 1-31-63

1-28-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Robert J. ... Job Classification fork lift driver
Home Phone 44-6459 Home Address 6230 1st Ave
Job Location Boeing #4463 Seattle, Wash

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name W. C. Hill Job Classification Dispatcher
Home Phone 722 Home Address 10410 - E. Marginal
Job Location D. C. 4/4/68 Seattle 68

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Frank G. White Job Classification Hook Tender
Home Phone BA 6-3208 Home Address 12630 S.E. 176
Job Location Boeing D.C. 4/4/65 Renton, Wash

INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS • WAREHOUSEMEN & HELPERS
OF AMERICA

MAIN AND PRINCIPAL OFFICE, 2801 TRUMBULL AVENUE, DETROIT 16, MICHIGAN

W. L. WILLIAMS, General Organizer
522 Denny Way
Seattle, Washington 98109

Telephone
Main 2-0794



September 25, 1964

ADMINISTRATIVE FILE ✓

*Affiliate Request to
Cover Hyland
x Hyland, Don*

File

Mr. H. J. Gibbons
International Vice-President
25 Louisiana Avenue N.W.
Washington 2, D.C.

Re: Letter August 31,
1964, complaint by Don
Hyland.

Dear Brother Gibbons:

I have checked on this matter of
Mr. Hyland with George Cavano, Secretary
of Local 174, and George stated that
this man is some kind of a nut and more
or less is trying to maneuver himself
into a executive position with the
Teamster Union.

Mr. Cavano also pointed out that
there isn't any problem existing in trans-
portation with the Roetz plant in
Seattle, Washington.

Fraternally yours,

W. L. Williams
W. L. Williams
General Organizer

WLW:sb

RECEIVED
SEP 28 1964
COMMUNICATIONS
DEPARTMENT

ADMINISTRATIVE FILE

*Request to -
Boeing Airplane
x Hyland Don*

August 31, 1964

Mr. W. L. Williams, General Organizer
International Brotherhood of Teamsters
552 Denny Way
Seattle 9, Washington

Dear Bill:

The attached communication from Don Hyland
is self-explanatory.

I would appreciate your checking this out and
giving me a report.

Fraternally yours,

H. J. Gibbons
Vice-President

HJG/mc

Enclosure

32010 - 56th Ave. So.
Auburn, Washington

Mr. Harold J. Gibbons
25 Louisiana Ave. N. W.
Washington, D. C.

Dear Sir:

It is somewhat embarrassing to write to you about Boeing union matters. It occurs to me you may think me some kind of nut. A friend of mine, Al Panak, Business Agent for Teamsters #162, Portland, Oregon, told me "if you are doing what you think is right, don't worry). I try to console myself with that thought.

In spite of my efforts to get the fork lift drivers in the Teamsters in the past, I have not been fired, at least not yet.

A curious circumstance happened during this effort however. A Boeing guard became very friendly with me, which may or may not have been on the level. He has always had an interest in Teamster affairs. Obviously, I wouldn't tell him anything, even if I knew anything about Teamster affairs, which I don't.

Last week he told me he had bought a health and accident policy from a Travelers Insurance agent in Tacoma. (The guard lives in Tacoma). During the course of the conversation with this agent, the agent said he had been approached by a Tacoma Teamster local for a group health and accident policy. The agent told the Boeing guard that during the course of negotiations the Teamster business agent tried to shake down the Travelers Insurance Company for \$4000.00 a year to send his boy to medical school. I doubt if there is any truth in it, but it is a curious circumstance. Why did the guard tell me?

There is currently another matter, however, which I am sure does directly affect the Teamsters union. Boeing has a tremendous amount of refuse from manufacturing, shipping etc. Until recently this was handled with Boeing equipment and with union truck drivers - Local #174. In Boeing Renton Plant it was estimated at 160 man hours per week and at the Auburn warehouse, where I work, at 80 man hours per week.

This refuse is now being handled by a non-union company called Metro Disposal, Inc. One of the owners, I am told, is a man by the name of Jim Gotti. I asked one of their drivers if he had ever been asked to join the Teamsters union. He said he wouldn't join the Teamsters union, and that he got \$138.00 a week plus health and welfare for a 6 1/2 hour day. This guy has really been brainwashed. He also said the company had eight rigs in operation - all with demountable forty yard boxes. He also said Metro Disposal had a \$100,000 worth of equipment. It doesn't sound small.

NUMBER NAME OR SUBJECT	DATE OF LETTERS	ISSUED TO	DATE ISSUED
X 315	all	ma.	8/19/64
x Spencer Robert X	M. David	Barstow	
JC 84	7/21/64		
JH 65 May 8/19/64	7/27/64	Ken	9/11/64
x Carter, Gene	7/30/64	Prague	
	8/3/64		
	8/27/64		
L 686	7-9-64		
X Comfari Joseph	9-5-64		9/14/64
	9-8-64	JR	
	9-11-64		
L 832	9-14-64		
x Re Testimonial	9-14-64		
dimen ticks	9-11-64	JR	9/16/64
	9-8-64		
L 686	9-5-64		
x Comfari, Joseph	7-9-64		
x Smith Bakery Co	9-11-64		9/23/64
	9-15-64		
	9-22-64	JR	9/23/64
Affiliate Request to	ad code		
Bombay Ample	8-31-64		
x Hayward, Dan	9-25-64		9/27/64
		JR	

INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS • WAREHOUSEMEN & HELPERS
OF AMERICA

MAIN AND PRINCIPAL OFFICE, 2801 TRUMBULL AVENUE, DETROIT 16, MICHIGAN

W. L. WILLIAMS, General Organizer
522 Denny Way
Seattle, Washington, 98109

Telephone
Main 2-0794



File
September 25, 1964

ADMINISTRATIVE FILE ✓

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Cover Hyland
x Hyland, Don*

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25 Louisiana Avenue N.W.
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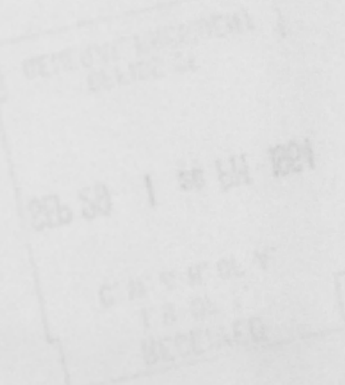
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W. L. Williams
General Organizer

WLW:sb



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HJG/mc

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If this scab outfit can move in and eliminate 240 union man hours per week, why couldn't they branch into other hauling and eliminate all 125 Boeing union drivers? Unless the Teamsters union has somebody, who is tough, aggressive and smart to work on this, I think it just could happen.

The machinist union, which locally, at least, is inept, awkward and stupid, has let itself be maneuvered into almost this same position. A considerable part of Boeing employees are non-union, which makes it tough for the machinists at contract time. This is what I mean by the machinists "brains" locally being almost non-existent. They called the shop stewards in for a meeting. At the meeting one of the shop stewards asked Sullivan, (President of the local), why they had not struck Boeing last time when they had strike authority. He was told the local had no strike fund. The local had been collecting a strike fund for a number of years.

Currently the machinist union is trying to raise dues from \$4.25 - \$4.50 to \$6.00. This doesn't seem to be making much of a hit either.

About our own welfare, the fork lift drivers. So far as I can tell, Boeing supervision is not quite as hostile as it used to be, but there is plenty of room for improvement. We don't get treated as well as the truck drivers, either socially or financially. Financially, though, after we failed to get in the Teamsters, we were upgraded one pay grade from a seven to a six. We now get \$2.67½ an hour. Still a long way below the Teamster scale. In fact, the people in this whole plant would be better off under the Teamsters union. I read in the Seattle Times newspaper, (Republican), that the wage scale of the General Dynamics Airplane Co. in Texas averages fifty-cents an hour higher than Boeing.

I hope some of this information may be of some use to you and with best wishes, I remain

Sincerely,

Don A. Hyland
Don Hyland.

P.S.

I am asked quite often still by the fork lift drivers, if I think we can ever get into the Teamsters. What can I tell them?

ADMINISTRATIVE FILE

*Affiliate Request
Boeing (Boeing)*

32010 56th Ave. SW.

Auburn, Washington

Sept. 13, 1963

Mr. Harold J. Gibbons
25 Louisiana Ave. N.W.
Washington, D.C.

Dear Sir:

I guess this is in a way a sort of left-handed apology for involving you in what I thought would be a local fight.

However, it didn't stay "local" very long and this being my first experience in this, I involved and embarrassed the wrong people. You are among them. This is about the effort of 175 fork-lift drivers to get into the Teamsters Union. You seemed to be a pretty good guy when I talked to you by phone and I certainly had no intention of embarrassing you.

Maybe you might be interested in knowing just how it happened. It was like this - - -

From 1933 to 1949, I was a member of Teamsters Local 162 in Portland, Ore. I was well treated by the officers of 162, I did a man's work and I got a man's pay and in addition the employers respected the Teamsters Union. I came to Seattle in 1950 but had an argument with George Cavano (.74) so I have not been driving since. I went to work for Boeing as a fork lift truck driver, wages were bad and conditions were worse.

Last year we were getting 2.34 an hour and we were being harassed and humiliated by supervision in a way hard to believe. The machinist union was unwilling or unable to do anything for us or for anybody else for that matter. I have been a union man all my life but I can't see any point in belonging to a union that can't or won't fight for its members. At this time though I belonged to the machinist union. Twice since I have worked for Boeing, Teamster Local 174 sent out through the plants and warehouses #174 application cards for the fork-lift drivers to sign. Nothing followed on this however. I am enclosing one of those cards. Sometime during all this I understand my good friend Fred Klinefelter (353) contacted you about the fork-lift drivers. Whatever measures were taken by you and Fred apparently were not successful either.

So, last summer when the machinists had no contract with Boeing, I called an attorney for the N.L.R.B. to see about an election for us. He told me the N.L.R.B. would not let us split away from the machinists because the N.L.R.B. did not believe in liberty either individually or collectively and what the N.L.R.B. wanted above all was industrial stability.

I wrote to Senators Jackson and Magnuson describing this conversation and asking them if Russian unions were operating under this same system. Shortly after that I think something hit the fan.

I got a call from Mr. Fred Jordan who worked for Senator Magnuson. He said Mr. Tom Graham (Director of Local N.L.R.B.) would be glad to see me and explain the workings of the N.L.R.B. in relation to our problems.

I met with Mr. Graham. Mr. Graham was polite and thorough but definitely not friendly. During this conversation one point stood out. He said as a group with no affiliations or connections with a parent union we had no chance. He said if we were sponsored by the Teamsters we would have a very good chance. George Cavano (174) and Kelly DePriest (451) had the only charters that could cover us. Cavano had turned us down before and we didn't want to join 451 for a number of reasons (all good).

So I phoned you at the Eden Roc Hotel in Miami. I guess you didn't understand me or I didn't understand you. Anyhow, I had printed at my own copy and my own expense application cards for the Teamsters union. Included on these cards was an application for an N.L.R.B. election. I sent them out by truck drivers to as many Boeing installations as possible and when I got them back I filed for an N.L.R.B. election. I was out on a limb then. If the Teamsters didn't back us up we were dead (and I'd be out of a job).

I certainly never occurred to me that the Teamsters would not want 375 new members. Particularly when between the truck drivers and the fork-lift drivers, Boeing couldn't move anything in plant or out, which makes for good contracts it seems to me. Anyhow we needed a small miracle but I must have had it in reverse because nobody showed up but Kelly DePriest (451).

Kelly filed on our behalf. He stayed with it for a while and the joint council screamed. (I guess you heard them.) They were strong for the "status quo." Status quo there seems to mean soft office chairs, long coffee

breaks and no trouble of any kind.

Sullivan and Gibbon of the Machinists attended so many joint council meetings it got so you couldn't tell who was a Teamster and who was a Machinist. It was just one big unhappy family. They did agree on one thing however - us. They all said what we were doing was right but they didn't want us to do it. Can you make any sense out of that? I couldn't either.

Pretty soon Kelly withdrew our petition at the N.L.R.B. under pressure. About that time I heard that the Machinist Union was going to do some horrible thing as soon as they had a contract with Boeing.

In the absence of a contract, I withdrew from the Machinist Union and joined Teamster Local 451. At the next meeting of 451, I made a motion that Kelly would refile our petition and not withdraw it, except by unanimous vote of the membership. It was carried unanimously.

Kelly refiled. I attended several meetings after this. I noticed Mr. DePriest often mentioned his good friend, Mr. Logan (first or last name?) a Boeing Company vice president. After Mr. DePriest visited Mr. Logan perhaps there would be a policy shift of this local. Later, Mr. DePriest told me that the N.L.R.B. had contested some of the names we had filed and had thrown out our petition. When I questioned Kelly on this he was evasive.

Later I called a good friend in the Teamsters Union and asked him if Local 451 was a company union. He was a little indignant until he investigated with these results. (One) Logan was Kelly's captain in the Army in World War I. Apparently a long friendship. (Two) Our petition was thrown out for lack of interest on the part of Kelly DePriest. My friend who investigated this does not want me to mention his name as he says I get him into trouble. He is a thoroughly responsible man and well respected in this area.

Without the Teamsters we took a good beating, and not because of the Machinists or Boeing because I feel we could have beaten both of them. And the hell of it is - we were right.

Don Ellie (joint council) said he would try to negotiate us into the Teamsters Union. Sullivan told him he would but I doubt it. (See Machinist paper.)

Maybe you might want to know why I went to this trouble. I spent \$300 of my own dough and a lot of time and hard work on this effort. It's simple- I wanted better wages and conditions for 300 guys and a better job for myself. Well as a hard loser maybe I have earned the right to sound off a little about some things - union-wise that is.

First - I don't expect anything for my trouble. Nobody owes me anything for my trouble, and vice versa and besides I had a ball.

Second- I don't think that morally the Teamsters Union has the right to withhold their strength and power from those in need of that strength any more than a doctor has the right to withhold his aid and knowledge from the sick or hurt.

Third - I cannot understand how you as Teamsters can lose N.L.R.B. elections. If you go to the trouble of finding out what you can do for people in the way of wages and conditions according to the business they are in, telling those people what you are going to do for them, and then do it.- How the hell can you lose an election? And I don't just mean driving trucks either.

Enclosed in this mess is a Seattle Times newspaper item about Takt-nix - a big plant in Beaverton, Oregon. My information is about a year old so it may not be accurate-

3000 employees of this firm- top wages \$1.83 - average \$1.50.

Company builds huge new modern factories. Half-hearted effort by the Teamsters to organize. Why is there no all-out effort on the part of the Teamsters to organize plants like these? God knows these people need help. Frankly you might wonder if the "Status quo" in the United States isn't sort of like "manana" in Mexico. These people need help and the Teamsters need members if someone would push.

Fourth - with no hard feelings at all, I think that the charter of 451 should be revoked. This is a ghost union. It does not represent anybody nor ever will unless you come head-on into the machinist union for 30,000 members (You could have had them last fall!) I think that the members of 451 should be transferred to a live local to keep their insurance and to give them better job opportunities - job opportunities they do not now have.

With this letter I am sending you the signed cards which we filed with the F.L.R.B. together with letters from Senator Jackson and Magnuson, newspaper items etc. You need not return any of it.

I had fun and found out some things too. I discovered among other things that fear pervades most people like a sickness! We would have had more signed cards but the machinist union was successful in scaring some of the fork-lift drivers. As it was we had enough to file anyway. I guess that just about does it. I'm not exactly sure now I got you in hot water but as I said before, it certainly wasn't intentional and I hope you don't hold any hard feelings.

Sincerely,
Don A. Hyland
Don A. Hyland

P.S. I promised Mr. Fred Lordon a full and complete report on this effort - the success or failure and the reasons thereof - I don't know why he was so interested. I have not done this as yet.

Last there has been one very small net gain, not in wages (246 now) or conditions but in supervision. It may be only temporary but the harassing, humiliating treatment has stopped. And in spite of a certain notoriety, I have not been fired as yet.

Sincerely,
D.A.H.
D.A.H.

Phone AuBurn
Temple 3-2735



J KELLY DePRIEST
Secretary-Treasurer

553 John Street

Aeronautical Workers Warehousemen and Helpers

Local 451

AFFILIATED WITH THE
INTERNATIONAL BROTHERHOOD OF TEAMSTERS,
CHAUFFEURS, WAREHOUSEMEN AND HELPERS
Telephones MA 4-5230 - LA 3-3108

Seattle 9, Washington

April 16, 1963.

Mr. Don A. Hyland,
32010 86th Avenue South,
Auburn, Washington.

Dear Don,

Enclosed find your dues book, receipt for \$10.00 and the \$1,000 dollars Insurance Policy, also a self addressed envelope for your use when you need it.

We want to thank you for all the work you have done in behalf of the men in the Transportation Department, and they should certainly appreciate what you have done for them, in time and money it has cost you for the work you had to put in to try and get something done.

We filed the petition with the National Labor Relation Board yesterday and the case has been assigned to Mr. Turnbaugh for his attention, and I feel that we got a break there, as he seems to be a man you can reason with, at least we hope so.

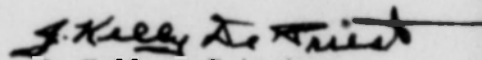
Mr. Sam Bassett will act as our attorney and will represent us at the hearing. I will keep you advised as to the progress, and as to the witnesses we may need.

Mrs. DePriest asks to be remembered to Mrs. Hyland and your lovely family.

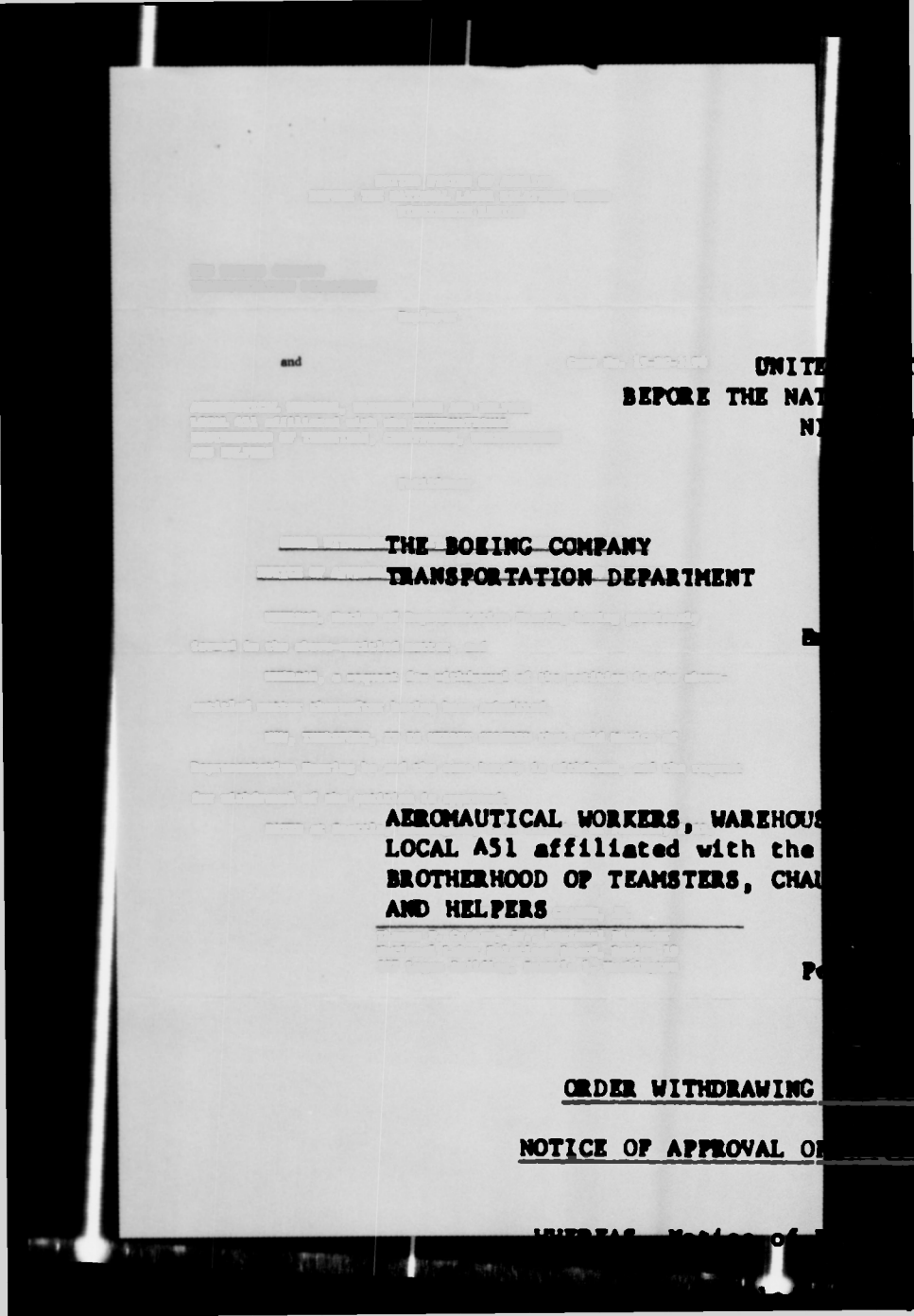
Again, thanking you for your wonderful spirit and courage you have manifested in your efforts in this matter and assuring you of my personal delight in having you with us, and I only hope that the good work will prove fruitful for you in the long run.

With best wishes and kindest personal regards to Mrs. Hyland, your lovely family and yourself. I am.

Fraternally yours,


J. Kelly DePriest,
Secretary-Treasurer.

JKD/h.
4-Incls.



UNITED STATES OF AMERICA
BEFORE THE NATIONAL LABOR RELATIONS BOARD
NINTH REGION

THE BOEING COMPANY
TRANSPORTATION DEPARTMENT

Case No. 19-RC-3190

AERONAUTICAL WORKERS, WAREHOUSEMEN AND HELPERS
LOCAL 451 affiliated with the INTERNATIONAL
BROTHERHOOD OF TEAMSTERS, CHAIRMEN, WAREHOUSEMEN
AND HELPERS

ORDER WITHDRAWING NOTICE OF REPRESENTATION HEARING
and
NOTICE OF APPROVAL OF PETITION FOR WITHDRAWAL OF PETITION

WHEREAS Notice of Representation Hearing having previously
been issued and

WHEREAS, a request for withdrawal of the petition in the above-
entitled matter thereafter having been submitted,
NOW, THEREFORE, IT IS HEREBY ORDERED that said Notice of
Representation Hearing be and the same hereby is withdrawn, and the request
for withdrawal of the petition is approved.
DATED at Seattle, Washington, this 11th day of February 1963.

THOMAS P. GRAHAM, JR.
Thomas P. Graham, Jr., Regional Director
National Labor Relations Board, Region 19
327 Logan Building, Seattle 1, Washington

NATIONAL LABOR RELATIONS BOARD

NINETEENTH REGION
327 Logan Building
200 Union Street
Seattle 1, Washington
Official Business

POSTAGE AND FEES PAID
NATIONAL LABOR RELATIONS BOARD

CERTIFIED

International Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America, Ind.
Attn: Don A. Byland
32010-56th Avenue South
Auburn, Washington

CERTIFIED MAIL NO. 909626
RETURN RECEIPT REQUESTED

32

Class of Service

This is a fast message unless the deferred character is indicated by the proper symbol.

WESTERN UNION

TELEGRAM

W. P. MARSHALL, President

RP-1201 (4-60)

SYMBOLS

DL = Day Letter

NL = Night Letter

LT = International Letter Telegram

The time shown to the date line on domestic telegrams is LOCAL TIME at point of origin. Time shown to LOCAL TIME at point of destination.

LLC295 PC269

W AR112 W UDA061 (PR TKA226) (FAX TEAMSTER) PD

AUBURN WASH 7 1238P PST

HAROLD J GIBBONS

1963 FEB 7 PM 6 04

(RTE TEAMSTER FAX) 25 LOUISIANA AVE NORTHWEST WASHDC

NA AVE NORTHWEST WASHDC

300 BOEING FORKLIFT DRIVERS FILED FOR NLRB ELECTION HEARING
2-8-63 AMENDED PETITION SIGNED KELLY DEPRIEST TEAMSTER LOCAL
451, ORIGINAL BY ME

MACHINIST UNION THREATS TEAMSTER JOINT COUNCIL. WET NOODLE
JOINT COUNCIL FOLDED UP, ABOUT TO PULL RUG OUT FROM UNDER
US. MUST PHONE YOU TODAY 6 PM PST, NEED IMMEDIATE ANSWER
DON HYLAND 32010 56 AVE SOUTH

300 2-8-63 451 6PM PST 32010 56.

ADMINISTRATIVE FILE ✓

Affiliate, Request to
X C. C. Co. Machine
X Hyland, Dan X 2174
X Boeing Airplane Co.

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BEFORE THE NATIONAL LABOR
RELATIONS BOARD

THE BOEING COMPANY,)
TRANSPORTATION DEPARTMENT,)
Employer)
and)
AERONAUTICAL WORKERS, WAREHOUSEMEN)
and HELPERS LOCAL 451 affiliated)
with the INTERNATIONAL BROTHERHOOD)
OF TEAMSTERS, CHAUFFEURS, MARR-)
HOUSEMEN AND HELPERS,)
Petitioners.)

Case No. 19-RC-3190

MOTION

The Employer moves the Regional Director to continue the hearing in the above-entitled case, presently set for February 8, 1963, to the week of March 25, 1963, as may suit the convenience of the Regional Director.

I certify that copies of this Motion and supporting affidavit, which is incorporated here by reference, have been served upon all parties this day.

DATED at Seattle, Washington, this 6th day of February, 1963.

HOLMAN, MARION, SLACK, PERKINS & COLE

COPY ORIGINAL
SERVED WILLIAM M. HOLMAN

William M. Holman,
Attorneys for Employer

Office and P. O. Address:
1900 Washington Building
Seattle 1, Washington
MAIN 2-2762

1 STATE OF WASHINGTON)
2) ss.
3 COUNTY OF KING)

4 WILLIAM M. HOLMAN, being first duly sworn, on oath deposes
5 and says:

6 That affiant is counsel for the Employer in the matter of
7 The Boeing Company, Case No. 19-RC-3190.

8 That affiant is presently engaged in representing The
9 Boeing Company in Case No. 19-RC-3169, is scheduled to participate
10 in two hearings later this month, and will be out of the city from
11 March 1, 1963 through March 18, 1963. In view of the foregoing
12 and the necessity for substantial preparation on behalf of The
13 Boeing Company, affiant has made the Motion to which this affidavit
14 is attached.

15 COPY ~~MADE~~ WILLIAM M. HOLMAN

16
17
18 Subscribed and sworn to before me this 6th day of February,
19 1963.

20 Seal

21 Walter C. Howe, Jr.
22 Notary Public in and for the State
23 of Washington, residing at Seattle.

NOLMAN, MICHELWIT, MARION, BLACK & PENNERS
WASHINGTON BUILDING
SEATTLE 1



International Brotherhood of Teamsters,
Chauffeurs, Warehousemen and Helpers
of America, Ind.
Attn: Don A. Hyland
32010 - 56th Avenue South
Auburn, Washington

CERTIFIED
No. 214207
MAIL

NATIONAL LABOR RELATIONS BOARD
NOTICE

The issuance of the notice of formal hearing in this case does not mean that the matter cannot be disposed of by agreement of the parties. On the contrary, it is the policy of this office to encourage voluntary adjustments. The examiner or attorney assigned to the case will be pleased to receive and to act promptly upon your suggestions or comments to this end. An agreement between the parties, approved by the Regional Director, would serve to cancel the hearing.

However, unless otherwise specifically ordered, the hearing will be held at the date, hour, and place indicated. Postponements will not be granted unless good and sufficient grounds are shown and the following requirements are met:

- (1) The request must be in writing. An original and four copies must be served on the Regional Director;
- (2) Grounds therefor must be set forth in detail;
- (3) Alternative dates for any rescheduled hearing must be given;
- (4) The positions of all other parties must be ascertained in advance by the requesting party and set forth in the request; and
- (5) Copies must be simultaneously served on all other parties (listed below), and that fact must be noted on the request.

Except under the most extreme conditions, no request for postponement will be granted during the three days immediately preceding the date of hearing.

The Boeing Company
7733 East Marginal Way South
Seattle, Washington

Certified Mail No. 909608

Aeronautical Workers, Warehousemen and
Helpers Local 431, affil. with the
International Brotherhood of Teamsters,
Chauffeurs, Warehousemen and Helpers
333 John Street
Seattle 9, Washington

" " " 909609

Int'l Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America, Int.
Attn: Don A. Hyland
32010-56th Avenue South
Auburn, Washington

" " " 909610

International Association of Machinists
1106 Wacker Street
Seattle 9, Washington

" " " 909611

William W. Hulman
1900 Washington Building, Seattle 1, Washington

Courtesy Copy

Flato Pappas, IAM General Counsel
1300 Connecticut Avenue, Washington 1, D. C.

" " (Airmail)

Richard P. Donaldson, Attorney
811 Alaskan Building, Seattle 4, Washington

" "

International Union of Operating Engineers
Local 302

Western Avenue at Clay Street, Seattle 1, Washington

" "

BEFORE THE NATIONAL LABOR RELATIONS BOARD

THE BOEING COMPANY
TRANSPORTATION DEPARTMENT

Employer

and

Case No. 19-RC-3190

AERONAUTICAL ~~WORKERS~~, WAREHOUSEMEN AND HELPERS
LOCAL 431 affiliated with the INTERNATIONAL
BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN
AND HELPERS

Petitioner

NOTICE OF REPRESENTATION HEARING

The Petitioner, above named, having heretofore filed a Petition pursuant to Section 9(c) of the National Labor Relations Act, as amended, 29 U.S.C. Sec. 151 et seq., copy of which Petition is hereto attached, and it appearing that a question affecting commerce has arisen concerning the representation of employees described by such Petition,

YOU ARE HEREBY NOTIFIED that, pursuant to Sections 3(b) and 9(c) of the Act, on the
8th day of February, 19 63, at 9:30 a.m. in Hearing Room 323 of
the Logan Building, 327 Union Street, Seattle, Washington,

a hearing will be conducted before a hearing officer of the National Labor Relations Board upon the question of representation affecting commerce which has arisen, at which time and place the parties will have the right to appear in person or otherwise, and give testimony.

Signed at Seattle, Washington, on the 31st day of January, 19 63.

THOMAS P. GRAMM, JR.
Regional Director for
National Labor Relations Board
Nineteenth Region
327 Logan Building, Seattle 1, Washington

AMENDED PETITION

DO NOT WRITE IN THIS SPACE

INSTRUCTIONS: Submit an original and four (4) copies of this Petition to the NLRB Regional Office in the Region in which the employer concerned is located.
If more space is required for any one item, attach additional sheets, numbering them accordingly.

CASE NO. **19-RC-3190**
DATE FILED: **1-21-63**
AMENDED: **1-31-63**

The Petitioner alleges that the following circumstances exist and requests that the National Labor Relations Board proceed under its proper authority:

1. Purpose of this Petition (Check only the one box which is appropriate)

- A **RC: RECOGNITION OF REPRESENTATIVE (INDIVIDUAL, GROUP, LABOR ORGANIZATION)**—A substantial number of employees wish to be represented for purposes of collective bargaining by Petitioner, and Petitioner desires to be certified as representative of the employees for purposes of collective bargaining, pursuant to section 9 (a) and (c) of the act.
- B **R-1: REPRESENTATIVE (EMPLOYEE)**—One or more individuals or labor organizations have presented a claim to Petitioner to be recognized as the representative of employees of Petitioner as defined in section 9(a) of the act.
- C **R-2: DISAFFILIATION**—A substantial number of employees assert that the certified or currently recognized bargaining representative is no longer their representative as defined in section 9(a) of the act.
- D **U: WITHDRAWAL OF UNION SHOP AUTHORITY**—Thirty percent (30%) or more of employees in a bargaining unit covered by an agreement between their employer and a labor organization desire that such authority be rescinded.

*NOTE: If a charge under section 8(b)(7) of the act has been filed involving the Employer named herein, the statement following the description of the type of petition shall not be deemed made.

2. NAME OF EMPLOYER
The Boeing Company - Transportation Department EMPLOYER REPRESENTATIVE TO CONTACT PHONE NO.

3. ADDRESS(ES) OF ESTABLISHMENT(S) INVOLVED (Street and number, city, state, and zone)
7735 East Marginal Way South, Seattle, Washington

4a. TYPE OF ESTABLISHMENT (Factory, store, wholesale, etc.) **4b. IDENTIFY PRINCIPAL PRODUCT OR SERVICE**
Factory **Aerospace Products**

5. Description of Unit Involved (If more space is needed, continue on another sheet) **6a. NUMBER OF EMPLOYEES IN UNIT**

Includes:
Forklift truck drivers, H & H flatbed truck drivers, truck drivers, mobile crane operators, book tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers at Employer's Seattle and vicinity facilities.

Approx. 500

Excludes:
Stenographers, janitors, carpenters, plumbers, electricians, maintenance personnel, office clericals, guards, professionals, and supervisors as defined in the act.

6b. IS THIS PETITION SUPPORTED BY 30% OR MORE OF THE EMPLOYEES IN THE UNIT?
 YES NO

If you have checked box RC on 1.A. above, you must complete EITHER item 7a or 7b, whichever is applicable.

7a. Request for recognition as Bargaining Representative was made on _____ and Employer declared recognition on or about _____
(Month, day, year) (Month, day, year)

7b. Petitioner is currently recognized as Bargaining Representative and desires certification under the act.

8. Recognized or Certified Bargaining Agent (If there is none, so state)

NAME: International Association of Machinists, Lodge 751 **AFFILIATION:** AFL-CIO

ADDRESS: 5502 Airport Way South, Seattle, Wash. **DATE OF RECOGNITION OR CERTIFICATION:**

9. DATE OF SEPARATION OF CURRENT CONTRACT, IF ANY (Show month, day, and year): **Sept. 1962** **10. IF YOU HAVE CHECKED BOX U.D. ABOVE, SHOW HERE THE DATE OF EXECUTION OF AGREEMENT GRANTING UNION SHOP (Month, day, and year):**

11a. IS THERE NOW A STRIKE OR PICKETING AT THE EMPLOYER'S ESTABLISHMENT(S) INVOLVED? YES _____ NO

11b. IF SO, APPROXIMATELY HOW MANY EMPLOYEES ARE PARTICIPATING?

11c. THE EMPLOYER HAS BEEN PICKETED BY OR ON BEHALF OF _____ A LABOR ORGANIZATION OF _____

11d. SINCE _____

12. ORGANIZATION(S) OR INDIVIDUAL(S) OTHER THAN PETITIONER (AND OTHER THAN THOSE NAMED IN ITEMS 8 AND 11c), WHICH HAVE CLAIMED RECOGNITION AS REPRESENTATIVE(S) AND OTHER ORGANIZATION(S) AND INDIVIDUAL(S) SHOWN TO HAVE A REPRESENTATIVE INTEREST IN ANY EMPLOYEES IN THE UNIT DESCRIBED IN ITEM 5 ABOVE (IF NONE, SO STATE):

NAME	AFFILIATION	ADDRESS	DATE OF CLAIM (Required only if Petition is filed by Employer)

I declare that I have read the above petition and that the statements therein are true to the best of my knowledge and belief.
Aeronautical Workers, Warehousemen and Helpers Local 451 affiliated with the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers

s. /s/ J. Kelly DePriest **Secretary-Treasurer**
(Signature of representative or person filing petition) (Title, if any)

Address: 333 John Street, Seattle 9, Washington **MA 4-5250 LA 3-3108**
(Street and number, city, zone, and State) (Telephone number)

WILFULLY FALSE STATEMENT ON THIS PETITION CAN BE PUNISHED BY FINE AND IMPRISONMENT (U.S. CODE, TITLE 18, SECTION 1001)

NATIONAL LABOR RELATIONS BOARD
NINETEENTH FLOOR
327 Logan Building
500 Union Street
Seattle 1, Washington
Official Business

CERTIFIED

CERTIFIED MAIL NO. 909610
RETURN RECEIPT REQUESTED

32

International Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America, Independent
Att: Don A. Hyland
32010 56th Avenue South
Aurora, Washington

POSTAGE AND FEES PAID
NATIONAL LABOR RELATIONS BOARD
1953
JUN 31 6-PM

NLRB 15-8
(7-24-57)



NATIONAL LABOR RELATIONS BOARD
NINETEENTH REGION

327 Logon Building, 500 Union Street

Seattle 1, Washington

January 21, 1963

Telephone MUual 2-3300

Ext. 543

Int'l. Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America, Independent
32010 56th Avenue South
Auburn, Washington

Re: Bosin Company - Transportation Dept.
Case No. 19-87-3190

Gentlemen:

The petition which you recently filed in the above case has been assigned to Field Examiner Orville Lumbaugh to whom any communications relative to the case should be directed.

Unless you have already done so, please submit to us an alphabetical list of your members or authorizations. Opposite each name indicate date designation was made. This list should be certified by an appropriate officer as being true and correct. In addition to the alphabetized list, the membership cards, designations, or other proof of authorization should also be forwarded.

Your failure to submit the above supporting evidence within 48 hours of receipt of the petition in this office may result in the dismissal of your petition.

Very truly yours,

Thomas P. Graham, Jr.
Thomas P. Graham, Jr.
Regional Director

Enclosure

Orville Turnbaugh - 19-RC-3190 - Boeing Company - Transportation Dept.

NLRB 19-27 (5-6-54)

PLEASE SUBMIT THE FOLLOWING INFORMATION:

STATEMENT OF PETITIONING UNION. REPRESENTATION CASE NO. 19-RC-3190

1. Name of union, including local number and international affiliation:

2. Names, addresses and telephone numbers of union official or representatives handling this matter for your organization.

3. Have you made any demand upon the company to bargain for any of the employees in the unit described in the petition? If so, give dates, names, and details of such request. IF DEMAND WAS MADE IN WRITING, SEND COPY OF LETTER AND EMPLOYER'S REPLY.

4. Do you have, or have you had, a contract covering any employees in the unit described in the petition or in the plant(s) involved? If so, please submit two copies of such contract or contracts.

5. Can you suggest a suitable place where an election might be held; also a date and hour?

WESTERN UNION TELEGRAM

A

I K PBFPTQ (DE WA106) PD FAX WASHINGTON DC JAN 22 1965 1124A EST

DON MYLAND

32010 56 AVE SOUTH AUBURN WASH

TELEGRAM RECEIVED. SUGGEST YOU CONTACT MR GIBBONS AT THE
EDEM ROC HOTEL, MIAMI BEACH, FLORIDA, BY TELEPHONE

Y KEATHLEY SECRETARY

9:05 a.m.
10:00
11:00
12:00

(850A)
3842-2561

NO. 0-2735 To Mr
1.00 R.D.H.
BY PK To Mr R.H.

Telefon

WESTERN UNION
SENDING BLANK

Telefon ↑

CALL LETTERS MDV 1/22/63 ^{TO} ^{AGE} IN Int. Bro. of Teamsters

Mr. Don Hyland
32010 56 Ave. South
Auburn, Washington

Telegram received. Suggest you contact Mr. Gibbons at
the Eden Roc Hotel, Miami Beach, Florida, by telephone.

Y. Keathley
Secretary

ADMINISTRATIVE FILE ✓

*Official Request to
H. C. O. - Madison

**Theodore Don 1/24
Boeing Division Co.*

Send the above message, subject to the terms on back hereof, which are hereby agreed to.
PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD
(247—(R 4-52)

WESTERN UNION

LLF056 PATT
W 87007 W 80005 (PR TKA092) NL PD
AUBURN WASH 21
HAROLD J GIBBYE
RTE FAX TEANSTERS

25 LOUISIANA AVE NORTHWEST WASHDC
300 BRING FORLIFT TRUCKDRIVERS FILED FOR AN NLRB ELECTION,
100 HAVE ALREADY SIGNED CARDS FOR ADMITTANCE TO THE TEANSTERS
UNION. BALANCE WILL DO SO SOON. NEED FURTHER ADVISE AND COUNSEL
DUN WELAND 3000 56 AVE SOUTH.

JUN 22 1952
F.A.M.

RECEIVED
JUN 22 8 44 AM '52
GENERAL PRESIDENT

MDV

Reflex

WESTERN UNION

Reflex

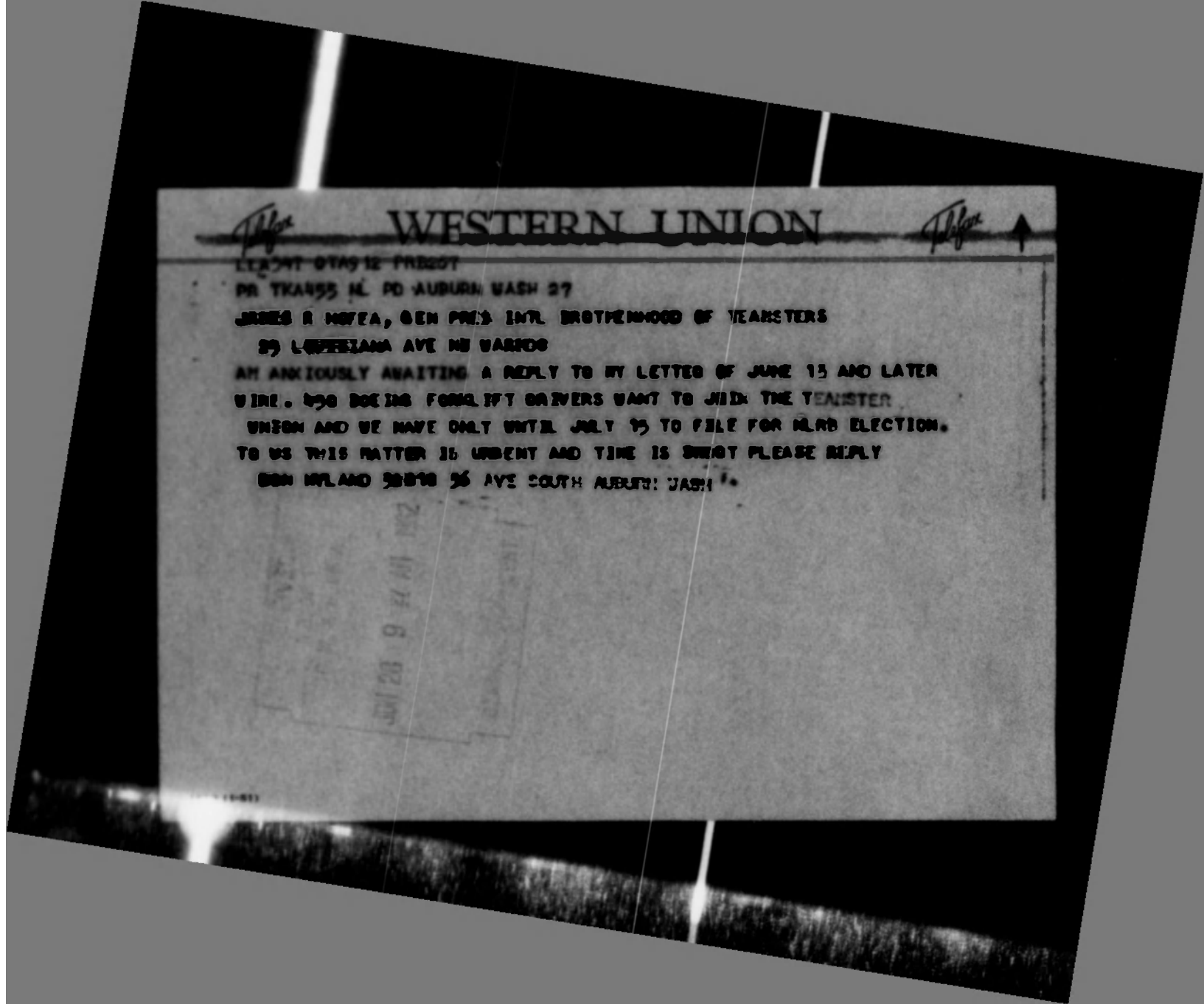
SENDING BLANK

CALL LETTERS	MDV	CHARGE TO	6/28/62	Int. Bro. of Teamsters
		ADMINISTRATIVE FILE		
Mr. Don Hyland 32010 56 Avenue South Auburn, Washington		<i>Affiliate Request to</i> <i>Int. Bro. Machinists</i> <i>Hyland Don</i> <i>Union Dispute Co.</i> <i>2174</i>		
<p>Attorneys advise impossible to carve out unit of 450 forklift drivers. Suggest you work in close harmony with your own Union, the Machinists.</p>		<p>James R. Hoffa General President</p>		

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

(247-12 4-55)



WESTERN UNION

LIGHT STAGE PRINT

PR TRANS 4. TO AUBURN WASH 27

JAMES R MOYA, GEN PRES INTL BROTHERHOOD OF TEAMSTERS

29 LOUISIANA AVE NW WASHDC

AM ANXIOUSLY AWAITING A REPLY TO MY LETTER OF JUNE 15 AND LATER

WINE. 4500 BEING FORMERLY DRIVERS WANT TO JOIN THE TEAMSTER

UNION AND WE HAVE ONLY UNTIL JULY 15 TO FILE FOR NLRB ELECTION.

TO US THIS MATTER IS URGENT AND TIME IS SHORT PLEASE REPLY

808 WYLAND 20010 36 AVE SOUTH AUBURN WASH

JUL 23 9 44 AM 1952

ADMINISTRATIVE FILE

*Affiliate Request to
X 174 - Co. - Machinists
X Hyland, Don
X Boeing Airplane Co.
X 174*

June 21, 1962

Mr. Jack Goldberger, Special Organizer
International Brotherhood of Teamsters
240 Golden Gate Avenue
San Francisco, California

Dear Sir and Brother:

The following wire was received in this
office today:

James R. Hoffa

450 Boeing forklift drivers need help. Want to change from
Boeing Machinist Local 751 to Teamsters Union. Teamster
174 does not want us. Have only until July 15th to file with
NLRB. See June 13th letter for details or call Fred Klinefelter
Teamsters Local 353 for information. We need help now.
Signed - Don Hyland 32010 56th Avenue So. Auburn Wash.

This is in reference to the communication
we sent to you dated June 15th. Kindly investigate this matter
immediately and report to me.

Fraternally yours,

James R. Hoffa
General President

JRH/mc

WESTERN UNION

ELFOTO KYATHI PRAGTS

FR THADES H. PO AUBURN WASH JUN 20

JAMES R MOFFA, GEN PRES INTL BROTHERHOOD OF TEAMSTERS

25 LOUISIANA AVE NORTHWEST WASHDC

WDO BEING FORN BY BRETHRS NEED HELP, WANT TO CHANGE FROM

BEING SACMINIST LOCAL TRY TO TEAMSTERS UNION, TEAMSTER 174

DOES NOT WANT US. MUST DELV NOWEL JULY 15TH TO FILE WITH NLRB.

SEE JUNE 15TH LETTER DETAILS OR CALL FRED M. INFELTER TEAMSTER

LOCAL 355 FOR INFORMATION, WE NEED HELP NOW

DON HYLAND 32010 55TH AVE SO

JUN 21 8 51

ADMINISTRATIVE FILE

affiat, Request to
x 42-50- Madison
x Hyland, Don
x Boeing Airplane Co.
x 2. 1970

June 15, 1962

Mr. Jack Goldberger, Special Organizer
International Brotherhood of Teamsters
240 Golden Gate Avenue
San Francisco, California

Dear Sir and Brother:

The attached communication is self-explanatory. Would you kindly investigate this situation and report to me so that I may properly reply to this letter.

Fraternally,

James R. Hoffa
General President

JRH/mc

Enclosure

Auburn, Washington

June 13, 1962

James R. Hoffa
General President
International Brotherhood of Teamsters
25 Louisiana Avenue Northwest
Washington 1, D. C.

Dear Mr. Hoffa:

Writing a letter to James Hoffa is a baffling experience. It's sort of like praying - you don't know for sure whether you are getting through.

I talked this over with my good friend, Fred Klinefelter of Local 383, Seattle, and he said for me to write and see if you can't solve this problem for us.

Fred is not directly concerned but has acted to advise us in our efforts to join the Teamsters Union. Whatever progress we have made in that direction has been due in a large part to Fred Klinefelter's unfailing help and advice.

But we have come to a crash stop because no teamster local wants us. The men I speak of and for are approximately 450 Fork lift drivers employed by the Boeing Airplane Company. In this job group called by the company "automotive equipment operators" are fork lift drivers "B" grade, fork lift drivers "A" grade, who also operate mobile cranes and other heavy equipment, H & H drivers (small flat bed, in plant, trucks) hook tenders, and car unloaders (using fork lifts).

Boeing has pay grades in its various departments ranging from 1 to 10. "B" fork lift drivers are pay grade 7 paying \$2.34 an hour. This same job under a local teamster contract would pay \$2.86.

Mr. Dick Matulla, business agent for local 174 Teamsters, gave me the wage scale. Teamster truck drivers on this job get \$2.98 an hour including extensive fringe benefits.

The bargaining agent for the Boeing Co. is now the Machinist

Union, lodge 751 whose contract expires Sept. 15th, 1962. So as you can see whatever we can do to break away from the machinist union must be done now. We have only until July 15th to file for an election with the National Labor Relations Board.

I talked to Mr. McIntire, an attorney for the M. L. R. B. several times and it is his considered opinion that we can prove that we are a craft group. He says we should not file for decertification as that would leave us unprotected for a year and is not necessary. Mr. McIntire said if we could get 30% of the fork lift drivers to sign Teamsters application cards such as the one I am enclosing, we could demand an N.L.R.B. election. We can get double that.

The only charter that would cover us is that of #174, as I understand it.

After nagging Mr. Cavano and Mr. Matulla for three years to get these men in the Teamsters Union, they don't exactly roll out the welcome mat when they see me so I asked Fred if he would talk to George Cavano about it. Mr. Cavano told him he would rather we be given a charter by ourselves and not try to come into 174 at all. He may possibly feel this way because about 15 or 20 of the 450 are colored men and he has had difficulty placing the few he has in 174 in jobs. There is also some talk about the (quotation) "black eye the Teamsters got in 1948."

We feel that kind of talk is as useful as talking about the War of 1812. We are interested in now. We are not afraid of winning this election, we just don't have any place to go. Fred Klinefelter has been with us through 18 months of this effort and I am sure he would be glad to tell you anything you want to know about it.

If you feel you can give us a charter or have some other solution to this problem, will you let us know as soon as possible? Boeing Co. is spread over a good part of this county and it takes a few days to contact all the men and get signatures.

Very sincerely,

Don Hyland
32010 56th Ave. So.
Auburn, Wash.
Phone Temple 3-2735

LOCAL ADMIN. FILE ✓

July 19, 1961

174
K Hyland, Don
Boeing Airplane Co.

James R. Hoffa, General President
International Brotherhood of Teamsters
25 Louisiana Avenue N. W.
Washington 1, D. C.

Dear Sir:

I wrote you last November 30 to ask you for help in a certain matter. Mr. Gibbins has the details. My good friend Mr. Fred Klinefelter of Local #353 is now interested in aiding us. I want to thank you very much.

I belonged to Local #162 in Portland, Oregon from 1933 - 1949, and in the early days when we wanted to organize a job we just gave them the choice of joining the union before going to the hospital or afterward. It was simpler then.

I am not a member of the Teamsters Union now but it is not from choice but from necessity. Partly it is because even if you are healthy and strong at 52, or even 40, as far as the employers are concerned, you're dead.

So you have to grab any job you can get--usually for less wages--I did but I wasn't happy about it. This didn't just happen to me, it happened to hundreds of thousands like me.

I am not presuming to tell you your business but maybe a friendly suggestion won't be considered, by you, to be presumptuous.

I have followed your career with interest since D. B. (Dave Beck) and I have watched on T. V. you tangling with McClellan (Did you ever think of asking for a louder microphone--it's the only way you can stay even).

I also watched your debate with that Chamber of Commerce guy. You didn't back dow from any of them but they all trid to put you on the defensive and they all tried to make you look bad.

I don't think the Kennedy family likes you or the Teamsters union much either. In fact, it seems to be a fad now for people not to like the Teamsters.

But supposo while they are telling everybody how bad Hoffa and the Teamsters are that James Hoffa would announce a state by state, or nation wide, or both, drive for real legislation against age discrimination.

There must be millions of men between the ages of 40 and 65 who would know and appreciate what you are doing for them. It seems to me also, other unions would be forced to cooperate with you and I don't think any legislator could back away from it either.

Mr. James Hoffa

- 2 -

July 19, 1961

This is just one of many things Congress could do that would be constructive instead of trying to tear down unions with more Taft Hartley laws or Landrum-Griffith bills.

But it will take a forceful and powerful man to start this. Mr. Hoffa, you could do it.

Continued wishes for your success.

Sincerely,

Don Hyland

Don Hyland
32010 - 56th Avenue South
Auburn, Washington

LOCAL ADMIN. FILE

174

X Hyland, Don

X Boeing Airplane Company

November 30, 1960

James R. Hoffa
General President
International Brotherhood of Teamsters
25 Louisiana Avenue Northwest
Washington 1, D. C.

Dear Mr. Hoffa:

We earnestly plead for your help. By we I mean between 250 and 300
forklift truck drivers employed by the Boeing Airplane Company in the
Seattle, Renton and Auburn area.

Twice we have signed application cards for membership in Local 174
Seattle and both times nothing came of it.

The last time was the summer of 1960 when 177 cards were signed and
returned. We would have filled out more but we ran out of cards in some
areas.

Later I phoned Mr. Cavano and asked him if there was anything I could
do to help this cause and he told me he did not want these forklift
drivers in the union and that sending out application cards was a mistake.

I didn't have the heart to tell that to the other guys. I later talk-
ed to Mr. Nick Mattula who is a business agent employed by Mr. Cavano. He
said the union had not sent out these cards and that they might be forgeries.
I am enclosing a card that I had left over and it certainly looks genuine to me.

Later I asked a friend of mine who is a prominent teamster official to
inquire as to why we were refused admittance to the Teamster Union and he
was told by Cavano's office that it was against the Landrum-Griffith Bill for
us to vote to drop out of the machinists union and apply for membership in the
teamster Union.

I called Mr. Wilson who is an attorney for the National Labor Relations
board and he said if we could prove that forklift driving was craft we could
have an election now.

There were also some other conditions under which we could have an im-
mediate election. I am enclosing a clipping from a recent Seattle Times paper
regarding another Boeing group that is changing to another union. The machinists
union representing employees of Boeing has an open shop contract and a weak
membership.

Boeing has become a tough employer in the last few years and the forklift
drivers are helpless without a strong union to represent them. We need the
Teamsters Union. As of now we are disorganized and discouraged. Mr. Hoffa,
we need your help.

P.S. I belonged to Teamster Local
162 Portland, 1933-1947. Withdrawal
from Teamster Local 353 Seattle
April 1960. Now in Machinists 751.

Don Hyland
32010-56th Avenue South
Auburn, Washington

(I don't have a phone)

✓ GENERAL ADMIN. FILE ✓
174
X Hyland, Don
X Boeing Airplane Co.

December 5, 1960

Mr. Clyde Crosby, General Organizer
International Brotherhood of Teamsters
1020 N. E. 3rd Avenue
Portland 12, Oregon

Dear Sir and Brother:

The attached communication was received by
this office from Don Hyland. I would appreciate your
looking into this and giving us your recommendation.

Fraternally yours,

H. J. Gibbons
Executive Assistant to the
General President

HJG:es

Encl.

November 30, 1960

James R. Hoffa
General President
International Brotherhood of Teamsters
25 Louisiana Avenue Northwest
Washington 1, D. C.

Dear Mr. Hoffa:

We earnestly plead for your help. By we I mean between 250 and 300 forklift truck drivers employed by the Boeing Airplane Company in the Seattle, Renton and Auburn area.

Twice we have signed application cards for membership in Local 174 Seattle and both times nothing came of it.

The last time was the summer of 1960 when 177 cards were signed and returned. We would have filled out more but we ran out of cards in some areas.

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I called Mr. Wilson who is an attorney for the National Labor Relations board and he said if we could prove that fork lift driving was craft we could have an election now.

There were also some other conditions under which we could have an immediate election. I am enclosing a clipping from a recent Seattle Times paper regarding another Boeing group that is changing to another union. The machinist union representing employees of Boeing has an open shop contract and a weak membership.

Boeing has become a tough employer in the last few years and the fork lift drivers are helpless without a strong union to represent them. We need the Teamsters Union. As of now we are disorganized and discouraged. Mr. Hoffa, we need your help.

P.S. I belonged to Teamster Local 162 Portland, 1933-1947. Withdrawal from Teamster Local 353 Seattle April 1960. Now in Machinists 751.

Don Hyland
32010-56th Avenue South
Auburn, Washington

(I don't have a phone)

To TEAMSTERS LOCAL UNION NO. 174
INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS,
WAREHOUSEMEN & HELPERS

I _____
(name of employee)
am a member of the above named Local Union and pursuant to Section 9 (e) (1) of the
Labor Management Act of 1947, I do hereby authorize said Local Union to negotiate
with my employer _____
(name of employer)

for wages, hours and working conditions and a Union Shop Agreement requiring
membership in said Union as a condition of employment. I am employed in the
capacity of _____
(your classification)

Date _____ Signature _____
Address _____
City or Town _____

The Seattle Times
Thursday, Nov. 17, 1960

Electronics Workers Plan New Union

A group dissatisfied with the Aero Mechanics' Union has organized and eventually hopes to win collective-bargaining rights for 1,500 to 2,000 electronic technicians at the Boeing Airplane Co.

If successful, the technicians would be the second Boeing group to quit the Aero Mechanics' Union, an affiliate of the International Association of Machinists.

Nearly 300 welders voted in a National Labor Relations Board election nearly two years ago to quit the Aero Mechanics for Local 12, United Welders of America, an independent organization.

James A. Carter is chairman of a seven-man steering committee setting up the Association of Electronic Engineers. The organization is not limited to electronic technicians at Boeing's.

"We hope eventually to have members from United Control and other plants in the Seattle area," Kenneth Brown, a member of the steering committee, said.

"We are not seeking radio and television technicians and others who are in the jurisdiction of Local 46, Electrical Workers' Union."

The new organization, if successful, will seek an N. L. R. B. election at the Boeing plants.

A meeting of the technicians has been scheduled for 7:30 o'clock Tuesday night in the Rainier Fieldhouse. About 80 attended an earlier meeting.

The Aero Mechanic

EDITORIAL



Here's to You—

By John Sullivan
President, Aeronautical
Industrial District Lodge 751

By the time you read this column we will have resumed negotiations with the company, with the Federal Mediation and Conciliation Service acting in.

The primary job of the Mediation Service, as I see it, is to prod the company into acting halfway reasonable and reasonable.

We're ready to write a new contract at any time, using President Kennedy's Aerospace Panel report as a guide to an agreement.

Several members have asked what has been going on lately, so I thought I'd use this column to bring you up to date on my activities and observations.

I appeared before the Ninth Circuit Court of Appeals in San Francisco to help our attorney present our case for a reconsideration of the Tall-Hartley injunction, particularly the wording of that court order.

We Win Based
We won the first round, despite anything the company may have to say to the contrary.

The Circuit court agreed to take the case under advisement and render a decision. The decision probably will be declared on March 13.

The company sued not the Ninth Circuit shouldn't even accept jurisdiction, and that the order should stand exactly as the U.S. Judge in Seattle issued it. But our arguments prevailed and the Circuit Court is studying the matter.

Busy in Other Ways
We have been busy in other ways.

At least four other fringe groups have tried recently to take advantage of our preoccupation with the company to stir up dissension and break up our unity of purpose.

None has been successful. On the contrary, the latest effort in this direction ended in a ludicrous fiasco. Some guy named Robert Bowling, who no longer is employed at the company, I understand, tried to lure our loyal tool and die men into some kind of phony independent union.

He called a meeting at the T. J. Meier Elementary School a week ago.

Loyal Union Men

Of the 42 members who attended the meeting, only three were even interested in what the guy had to say. All the rest walked out. A large part of the audience was made up of business representatives and local lodge officers who wanted to know what kind of creature this guy was calling himself.

Earlier, a dissident group tried to poison the minds of reliable operators. But the Technicians union supported our District Lodge and the

dissidents' petition was withdrawn.

An independent electronic technicians group continues to try to harass us. Their petitions already have been tossed out twice by the National Labor Relations Board.

I understand that there is also an inspector loud-mouthed in one of the shops.

Nothing To Offer
I've been through hundreds of these little raids in my twenty or more years with this union. I can tell you straight from the shoulder that they will do nothing for our members.

Look at it this way: What can a rabbit get you that a lion can't?

We Need Strength
Only our size and numbers will impress the company. If we split into little groups, the company will carve us up one by one.

During the American Revolutionary War a great patriot said: "We must all hang together or we will all surely hang separately."

United We Stand
Ours is an all for one and one for all organization. So far we have demonstrated that our 100 per cent. We aren't at whispering campaigns, rumor mongering, false propaganda, or our own impatience weaken our resolve.

Together, nothing can hurt us. Separately, nothing can give us. "United we stand, divided we fall."

Everything Points Our Way
We've got everything going for us. We've got the facts. Nothing the company says or does can change the facts. We deserve all of the things in our contract proposal.

We've got the government. President Kennedy's Aerospace Panel laid down the basic position of the government. It called upon the company to look at your requests as submitted by your negotiating committee.

We've got public opinion. Virtually no one but the company and its kept stable of lawyers see this dispute from the company's point of view.

We've got our own resolve and determination to win a fair and reasonable bargaining agreement.

We will prevail. It takes time, that's all.

'You Can Turn It on With This'



That us! Letters To The Editor...

(Note: The following letter was brought into our office by a veteran member who has grown up with the modern labor movement. He is dedicated to the movement and loves his union.)

Editor:
This is an open letter to 40,000 Boeing employees within the bargaining unit of this union.

We must once again decide whether to accept another company "final offer" sometime next month or reject it and plan to fight.

If we employees follow the same pattern and course of action that we have followed for the last 15 years, we will huff and puff and sputter and spew right up to the deadline and then fold like a stack of cards, and accept a contract that leaves us in worse shape than we were when we started.

How can we be convinced that our acceptance for 15 years of these Give-'Em-Nothing, Beat-'Em-Down, Scare-'Em-Out, Buy-'Em-Off contracts has finally almost completely destroyed our chances of securing a good labor contract—unless we are willing to take action and go on strike after the injunction expires?

What must happen before we workers wake up and realize what is happening to us—before we realize what a real and terrific advantage we have allowed the Boeing Company to secure over us at the bargaining table? And I mean the freeloaders.

The company knows that without the freeloader we would be strong.

If we were strong at the bargaining table we could change the job descriptions and job evaluation write-ups. We could abolish or revise the PA system.

It won't do us much good to discover 10 years from now that we had victory within our grasp only to let it slip away.

We aren't alone in this. We aren't the only ones who will suffer. Our children also are involved.

I wonder if we have failed our duties and responsibilities? I wonder if we haven't forgotten the important things in life: love, respect, honor and integrity?

My children will some day give me the answer. I'll know, if some day one of my children looks me in the eye and says "Dad, why did you let it happen?"

I don't ever want to have to answer that question I want to win a decent contract now. I want it for myself and for my family, now and for the future.

And we can win if we stand firm and stick together.

(Anonymous)

Al Hayes, IAM Get Valentine Greetings

WASHINGTON (PAI)—President Al Hayes of the Machinists, whose birthday was Valentine's Day, got Valentine greetings both for himself and his union from Senator William Proxmire, Wisconsin Democrat.

In a statement prepared for radio broadcast by the Railway Labor Executive Association, Proxmire noted that Hayes was a native of Milwaukee; that he has served the union long and well and has developed a reputation throughout America for clean, honest, responsible labor leadership.

In Memoriam

- EARL S. NOOD**
Died February 12—Local C (Bethel)
Mr. Nood joined Lodge 79
April 3, 1922
- OSCAR A. MARTIN**
Died February 11—Local C (C-3249)
Mr. Martin joined Lodge 751
February 15, 1922
- HOWARD N. NARANJO**
Died February 17—Local A (4-4290)
Mr. Naranjo joined Lodge 751
August 11, 1960

Attend Your Union Meetings

AERO MECHANIC

Aeronautical Industrial District
—LODGE 751—
International Association of Machinists
AFL-CIO
Official Organ
Washington State Machinists

District Lodge 751 Officers

- JOHN SULLIVAN**
President
- CHARLES INGLE**
Vice President
- WALTER BERG**
Secretary-Treasurer
- IKE KRAVIK**
Sergeant-at-Arms

Business Representatives

- JIM PIERCE**
- PETE PIOLI**
- HARRY STOCKINGBR**
- HUGH KIRKPATRICK**
- CHARLIE HAMLIN**
- EUGENE CALLAHAN**
- BILL BRISTER**
- DAN CABBONE**
- WILLIAM HOLT**
- RICHARD RUSSELL**

EDITOR
LEONARD SAARI
Member American Newspaper Guild

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8888 Airport Way South
Seattle 8, Washington



LOCAL LODGE MEETINGS

- LOCAL A**
Thursday, March 7
11:00 A.M.
- LOCAL C**
Thursday, March 14
7:30 P.M.
- LOCAL F**
Thursday, March 14
11:30 A.M.
- MEG PRODUCTS**
Monday, March 18
7:30 P.M.
- Retirement Club Meets**
Each Monday, 10 a.m. to 4 p.m.
Business Meeting
Third Monday of Each Month
Monday, March 18
- EAGLES TEMPLE**
7th and Union—Rainbow Room
- LOCAL C**
Thursday, March 28
7:30 P.M.
- LOCAL F**
Thursday, March 28
7:30 P.M.
- ELECTRONIC SCIENCES**
Thursday, March 21
11:30 A.M.
- Thursday, March 7**
7:30 P.M.

Jesuits Laud Our Union . . .

The company, in the *Boeing News*, says many employees have been "confused" by our court battles over the injunction. Let us state that there is no "confusion" over who is the culprit in these months of negotiations.

The company, in its arrogant greed and spoiled-brat stubbornness is clearly at fault. President Kennedy's Aerospace Board has plainly so stated. Three massive votes by both our membership and all affected employees have shown where the people stand.

New comes another analysis by an impartial third party.

The magazine, *AMERICA*, published in New York City by the Catholic Society of Jesuits, carried a long editorial in its edition of February 9. The editorial analyzes the issues and reviews the history of our negotiations since last July.

Then the editorial states plainly and simply: "It seems clear enough from the record that throughout this protracted controversy the Machinists have acted with great patience and a high sense of responsibility. In this case, as the Presidential board said, it's the company that is off base."

LIFE and LABOR . . .

BETTER LATE THAN NEVER—We applaud Governor Rosellini's decision to create a State Manpower Committee to advise him about the problems of automation. The governor outlined the committee and its responsibilities in his State of the State message. The committee, among other things, will study the effect of automation and technological change on employment.

We would like to point out, however, that the notion is not new. Our own District President John Sullivan wrote to the governor in October, 1959 (that's right, 3½ years ago), calling for him to set up such a commission. A commission of sorts was created then, but nothing was ever heard of it again. No public reports, no nothing. Let us hope that the new committee produces something a little more worthwhile.

Like perhaps a plan for alleviating the severe unemployment that is traceable directly to automation and technological innovation.

BOYS FOR MASSES, GIRLS FOR CLASSES—In London, England, if you want your children to be boys, stay in the working class; but if you want your children to be girls, then get rich. That was the recommendation of Dr. Ronald Spranger after a five-year study of the offspring of low-income and high-income families. It's all a matter of diet and nutrition, Dr. Spranger concluded. For example, 67% of the well-fed British nobility showed 57% of their progeny are girls.

GOOD SPELLERS—In Manchester, England, stenography and secretarial work has become one of the very few occupational fields in which middle-aged women are far more in demand than pretty young girls, according to employment agencies. "There's no mystery about it," said an agency official. "We have found, and so have employers, that women between 35 and 45 can spell. It's almost impossible to find a young glamour-puss who can."

Labor Press Still Needed

SAN FRANCISCO (PAI)—A. J. Lieblich, the noted writer who told the International Labor Press Association convention in Miami Beach last December that the labor press should be expanded, is continuing to hit the same point. Speaking in San Francisco recently he declared:

"We get fewer and fewer papers and I don't think that's good because we get fewer points of view. I hope labor might start newspapers in other areas. It is hopeless to start out."

Workmen's Comp. Should Cover All, Joe Davis Says

All occupations should be covered by workmen's compensation insurance, Joe Davis of the United Labor Lobby, told the Senate Labor Committee last week. "Most of the other states and Canadian Provinces cover everything. But at this time, we of labor are only asking that the law be amended to add the retail trade."

Davis stated that while the hazard of working in a retail store is less than logging, it is not less than a pulp-mill operation. "Labor is particularly concerned with retail warehouses," he said, "the only difference in the warehouse is who owns it."

Mass Media Controlled By Enemies of Labor

WASHINGTON—Mass communications for the most part are in the hands of people antagonistic to organized labor and create an atmosphere in which it is difficult to conduct responsible collective bargaining, AFL-CIO Vice Pres. Joseph D. Keenan declared.

Keenan, speaking to the Greater Washington Central Labor Council, stressed that the major problem is that most of those who control the press, radio and television do not accept labor as a permanent institution in American society.

This results, he said, in sit-

uations in which news reports are biased in favor of management, and the public has difficulty in obtaining the actual facts in labor-management disputes. Governments at all levels and the public at large have an obligation under the American system, he added, to foster a favorable climate for collective bargaining.

Modern industrial society, he said, cannot survive as a free society unless there is an aggressive, militant and free labor movement.

Keenan warned of the current anti-union legislation under consideration by the ultra-conservative groups and sketched the history and the adverse effect of other anti-union legislation passed in the past 15 years.

Appeals Court To Hear Case On Injunction

(Continued from Page 1)

the company has been ordered to "engage in free collective bargaining in good faith."

The company also is restrained from attempting any action that might be considered an argument against union membership.

"That each defendant and their officers, directors, boards, agents, servants, employees, members and all persons in active concert or participation with them, or any of them, are hereby restrained from in any manner advising members of defendant unions concerning their rights to continue or discontinue their union membership following expiration dates of collective bargaining contracts heretofore entered into or written agreements thereof, pending written agreement between the parties or until such time as the National Labor Relations Board may make a determination concerning the status of such agreements as they may affect the parties thereto or until further order of the court," the memorandum opinion reads.

Collective bargaining, with the intervention of the Federal Mediation and Conciliation Service, resumed Tuesday, February 19.

Labor Lobby Seeks Bonds On Contractors

OLYMPIA—Construction contractors would be registered and would post a surety bond under provisions in House Bill 89, considered for the second time by the House of Representatives Committee on Licenses.

James Davis, representing the Washington State Building Trades Council, explained that the measure is an attempt to protect the public from "fly by night" operators and insure that contractors meet their obligations. At present, some contractors leave town before paying their workers, materials and various taxes, including withholding taxes.

Top Priority . . .

President Calls For Youth Bill To Combat Big Unemployment

WASHINGTON (PAI)—President Kennedy, deeply disturbed by continuing unemployment among young people, has given top priority to legislation that would provide jobs and training to thousands of young men and women now out of work.

In a special message to Congress, the President threw his full support behind House and Senate bills that would establish:

• A Youth Conservation Corps similar to that created during the depression of the '30s. This would enroll youngsters from 16 to 21 for outdoor work in national and state parks, national forests and other conservation projects. They would be paid \$80 a month in addition to board, lodging and clothes. They would be given educational and on-the-job training.

• A "home town youth corps" which would enroll young men and women for work in public or non-profit community service organizations. They would receive half of their pay from the Federal Government and the other half from the organization concerned.

Strong support for the legislation has come from the AFL-CIO and from numerous private organizations.

President Kennedy also has called for separate legislation which would increase the size of the Peace Corps from the present 4,350 volunteers to 13,000 men and would establish a domestic type of Peace Corps to be known as the National Service Corps.

The President, in his message, emphasized that during the 1960's, 7,500,000 students will drop out of school without a high school education and will find themselves unprepared for the skills that are needed in the current labor market. He added that in all, some 28,000,000 young men and women will enter the job market during the period—40 per cent more than during the past ten years.

'Time Ripe' Now For Seniority Law

CHICAGO (PAI)—Professor Meyer S. Ryder of the University of Michigan Graduate School of Business Administration believes that the time is ripe for "some new law" dealing with the problem of seniority rights involved in plant relocations. Calling the present situation "messy," Professor Ryder declared that if management is thinking of changing the location of a plant, it should be prepared to face problems involving "human" questions, personnel and management-union considerations, the employer's rights versus the employee's rights, and the employer's obligation to his employees in the new location.

AFL-CIO Asks Tax Cut Now

WASHINGTON—Describing the Kennedy Administration's tax cut proposals for 1963 as "insufficient" to meet the nation's current needs, the AFL-CIO has called instead for a "substantial and immediate cut solely in the first-bracket rate, retroactive to the beginning of this year."

An article in the February issue of the American Federationist, the AFL-CIO's monthly magazine, declares that labor will support additional tax cuts across the board "but only concurrently with loopholes closing." The article, "Fair Taxes and Full Employment," was prepared by the AFL-CIO Dept. of Research as a Labor's Economic Review feature for the magazine.

It notes that the Administration's general program of tax reduction and reform is "directed towards objectives labor supports—elimination of joblessness and a faster rate of economic growth—but expresses deep concern over the proposed three-year 'phase-out' of the cuts and the priorities assigned to the first round.

U.S. Illiteracy Drops to 2.4%

WASHINGTON (PAI)—Organized labor, which historically has long fought for free education in the United States, can take some measure of credit for the low illiteracy rate just reported by the Bureau of the Census.

In 1900, there were 11.3 illiterates out of every hundred persons in the United States. Today the rate is only 2.4 per cent.

In nine states, the average was less than 1 in 100, with the lowest rate—0.7—in Iowa. Other states with rates below 1 per cent were South Dakota, Nebraska, Kansas, Idaho, Wyoming, Utah, WASHINGTON and Oregon.

At the other end of the scale were nine states where as many as 1 out of 25 were illiterate. The highest percentage was 6.3 in Louisiana. The next eight states were: South Carolina, 5.5; Hawaii, 5.0; Mississippi, 4.9; Georgia, 4.5; Alabama, 4.2; Texas, 4.1; and New Mexico and North Carolina each with 4.0.

Grant Us Victory ...

Invocation Prayer by Reverend George McClellan at the Mass Membership Meeting of January 23, 1963

O God, Grantor of all things and Lord of all life, we acknowledge that Thou art our Creator and that we are Thy people and that we owe obedience to Thee. We acknowledge that Thou art the Father of all men and that all men are our brothers. We recognize that to obey Thee is the highest wisdom. Thou hast a special concern for all who labor, for Thy Son was a worker. We seek only that which is just for ourselves that we may live with justice and dignity. Bless our efforts, guide our leaders, control our divisions and grant us the victory as we do Thy will. Amen.

Bill Shakespeare Was A Union Man

It has been said of Bill Shakespeare that there is no conduct of human behaviour that cannot be covered by an apt quotation from his plays and sonnets.

With an idle hour to waste and that thought in mind we decided to wade through our Collected Works of William Shakespeare to see if he was a good union man and where he stood on labor relations.

Sure enough, we soon found ample evidence that if the Bard of Avon had been living today he would undoubtedly have been a book carrying member in good standing of our union. Maybe much of what he wrote 343 years ago had a very different meaning then, but nevertheless, many of his famous lines are completely appropriate when they are applied to trade union subjects of today.

Listen to what Bill Shakespeare had to say on these matters:

NON-UNION SHOP: "Company, company, villainous company, hath been the living spoil of me." *King Henry IV.*

STRIKEBREAKERS: "Rubbing the poor itch of your opinion, doth only make yourself scabs." *Two Gentlemen of Verona*

COLLECTIVE BARGAINING: "And in the way of bargaining, mark ye, I'll cavil on the ninth pair of a hair." *King Henry IV.*

COMPANY LAWYERS: "The first thing we'll do is to kill all these lawyers." *King Henry V.*

WORKMAN'S COMPENSATION: "And so far as the coin of the company will stretch, I will have me just recompense." *King Henry V.*

COMPANY PROMISES: "More honored in the breach than in the observance." *Hamlet*

LANDRUM GRIFFIN: "Tis a tale told by an idiot - full of sound and fury - signifying nothing." *Measure for Measure*

MINIMUM WAGE: "Remuneration! O yes, that's the Latin word for three farthings." *Love's Labor Lost*

PENSION PLAN: "I hope I shall have the leisure to make good in the evening of my days." *Comedy of Errors*

"Time hath, my Lord, a wallet at his back, Wherein he stows apace for his aged oblivion." *Troilus and Cressida*

COMPANY'S VIEW OF SICK LEAVE: "How doth they get the leisure to be sick, In such a justling time?" *King Henry V.*

COMPANY'S WAGE OFFER: "Look! our purses are not full, our garments poor; And we bleed from the very Devil of it." *The Taming of the Shrew*

UNORGANIZED WORKER: "Having nothing, then nothing can he lose." *King Henry IV.*

BROWN NOSES: "These puking beards of our times, That will not sweet save for promotion." *As You Like It*

CONTRACTS: "Words pay no debts, but they are there to witness our plain intentions." *Troilus and Cressida*

GRIEVANCE PROCEDURE: "Things that seem past redress, are not with us past care." *King Richard III.*

GOOD UNION MAN: "I am but a true laborer: I earn that I eat; Get that I wear, owe no man hate, Envy no man's happiness, And am glad of other men's good." *As You Like It*

'Sorry, We're Still Too Busy'



Mid-Winter Bargain Bonanza

at Your Own AERO SHOPPERS CLUB

ELECTRIC ROOM VACUUM CLEANER LIST \$40 OUR PRICE **\$29.99**

Other Vacuum Cleaners, List \$49.95 OUR PRICE **\$34.88**

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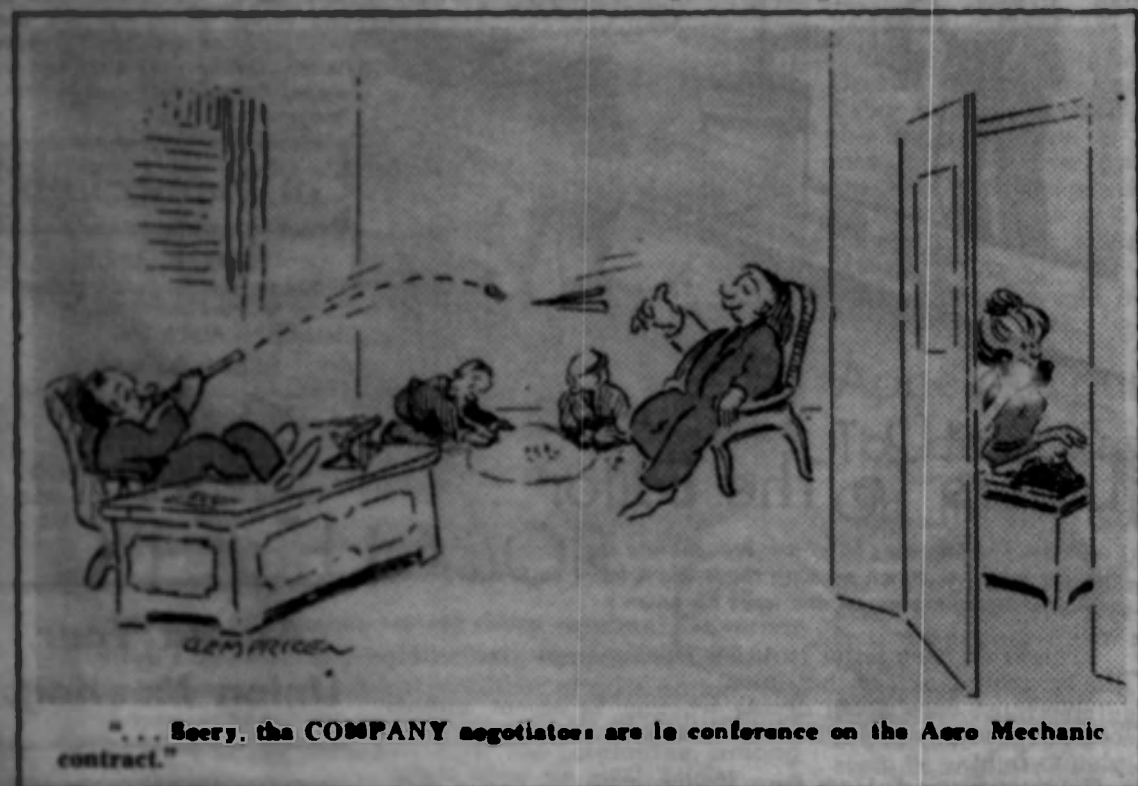
(Members, park as long as you like in the Lodge 751 parking lot, adjacent to our store, while you browse through our House of Values)

AERO SHOPPERS CLUB

5513 Airport Way South

Parkway 5-7110

Adult Delinquency



Here, the COMPANY negotiators are in conference on the Aero Mechanic contract.

Jobless, Injury Compensation Hikes Sought

Four bills to improve the unemployment compensation and industrial insurance laws have the support of the United Labor Lobby in Olympia.

Senate Bill 303 increases the maximum amount of specified awards for permanent partial disabilities and increases the maximum for unspecified permanent partial disabilities from \$6,750 to \$15,000.

Senate Bill 306 provides that disqualification for unemployment compensation benefits shall continue for five weeks following the date when a recipient refuses to accept suitable work.

Senate Bill 337 increases the unemployment compensation tax base wage from the first \$3,000 to the first \$3,600 and raises the maximum amount of benefits payable from \$43 per week to \$48 per week. Twenty-one states have higher benefits than Washington.

Senate Bill 862 adds permanent partial disability to the second injury provisions in the industrial insurance law. When the 1961 legislature passed the second injury legislation it applied only to permanent total disability.

I AM A MEMBER
 OF
INDUSTRIAL DISTRICT
 LODGE NO. 781
 (AERO MECHANICS UNION)
ARE YOU?

Gap Between Rich & Poor Widening, Surveys Show

WASHINGTON—While most Americans are better off financially than they were five years ago, the gap between those at the top and bottom of the economic ladder shows no signs of narrowing. In fact, it has widened slightly in recent years.

This unequal division of U.S. wealth is analyzed in Labor's Economic Review, a feature of a recent issue of the American Federationist, official AFL-CIO magazine, prepared by the Department of Research. The analysis is based on the latest available data, including a new government survey.

Uneven Distribution
 Despite statistics showing steady growth in "average" family income, the gains have been unevenly distributed, the study shows. Neither high tax rates on high incomes nor the impact of welfare legislation has brought about any leveling of the extremes.

In 1958, for example, the high 20 percent of the nation's families received 43.2 percent of the total after-tax family income, while the lowest fifth had only 5.2 percent.

By 1960, the family income of the bottom 80 percent had gone up 80%, while that of the top 20 percent had risen 32.4%. As a result, the top fifth received 43.8 percent of the total income, while the share of the bottom fifth had slipped to 4.9 percent.

A U.S. Dept. of Commerce study on family income distribution "establishes these major points," the AFL-CIO analysis declared.

• While postwar family income averages have been rising significantly and all income brackets have benefited, the gain of the neediest has been shockingly small and the income share of the groups at the bottom of the scale actually has been going down.

• About two-fifths of all Americans live in families with

incomes still too low to provide the minimum essentials of comfortable and decent living."

The AFL-CIO analysis also cites a study of wealth accumulation by Prof. Robert Lampman of the University of Wisconsin dealing with the percentage of the nation's personal wealth held by the richest 1 percent of U.S. adults.

While the personal wealth of the top 1 percent dropped from a high of 36.3 percent in 1929 to a low of 31.8 percent in 1949, the percentage has been moving up since then. In 1963, it was 34.3 percent; in 1958, 33 percent, and in 1961 the richest 1 percent owned 36 percent of the nation's personal wealth.

This has been accompanied by a rise in the number of millionaires from 27,000 in 1963 to about 100,000 by 1961.

Bus. Rep. Callahan Home from Hospital, Back to Work April 1

Bus. Rep. Gene Callahan is home from the hospital, convalescing from a heart attack. He says he will be back on the job around the first of April.

His doctor said the energetic business representative must take it easy for about six weeks.

"Have you ever tried to do nothing?" Callahan asked friends at Lodge 781 headquarters when he visited a week ago.

"Well, it's the hardest thing in the world to do," he stated. "I'd rather be back putting in 12-hour days."

The Irishman from Butte asked the editor to publicly thank all his friends who sent cards or visited him in the hospital.

Negotiations Resume; Ninth Circuit Court To Review Wording Of 80-Day Injunction

Negotiations resumed Tuesday, February 19, in the offices of the Federal Mediation and Conciliation Service here in Seattle.

Attending the negotiations were all members of our negotiating committee, including District President John Sullivan; GLR Ed Springer, negotiations coordinator; GLR Ed Carrig, sitting in for Machinists at Rohr Aircraft; GLR W. J. Usery, for members at Cape Canaveral; GLR Vito Mazzocano, for District 70, Wichita, and others.

(The AERO MECHANIC deadline passed prior to the end of that first meeting.)

Our union still is trying to drill into the heads of the company negotiators that what the company has offered so far is not acceptable to our members—or the non-members, for that matter.

Ask Fair Settlement
 Our union still is seeking a fair and reasonable settlement based on increases in wages and cost "fringes," drastic revision of job evaluation, elimination or massive revision of Performance Analysis, union security, and improvements in other areas.

Our negotiators have pointed out that the Aerospace Panel appointed by President Kennedy last fall had laid down reasonable guidelines for a decent settlement.

Arbitration Offered
 Earlier, they offered to submit the Taft-Hartley contract matter to binding arbitration. The company merely sneered.

If the company doesn't yield to reason prior to the end of the Taft-Hartley injunction period in which we are now working, our union will be free to strike.

The date of the expiration of the 80-day Taft-Hartley injunction period comes on approximately April 15.

Appeal Granted
 Meanwhile, the U.S. Circuit Court of Appeals, Ninth District, in San Francisco, has agreed to review the wording of the Taft-Hartley injunction imposed upon the company and our union January 25.

The court agreed to review the injunction despite the vigorous protests of company attorneys.

Status Quo Sought
 Our union maintained that the 80-day Taft-Hartley injunction should continue the status quo of the contract extension. The company objected vigorously, and tried to preserve the ruling as issued by the U.S. District Court here on February 8.

This means that the San Francisco Appeals Court has examined the findings of the District Court and is accepting our plea for a review of the injunction. The Appeals Court then will decide what the actual conditions of the 80-day injunction will be.

Violations on Docket
 Any violations of the injunction also will be reviewed by the Appeals Court on March 15.

The original injunction is-

sued here by U.S. District Judge William J. Lindberg halted any strike or lockout at company installations, directed both sides to resume bargaining in good faith, and forbade any of the parties to discuss any aspect of the maintenance-of-membership clause of the contract.

Our union sought to have included in the injunction a section specifically calling for the status quo on all conditions of the contract.

Appeals Court To Hear Case On Injunction

The three-man U.S. Court of Appeals, Ninth Circuit, in San Francisco has ruled against the company's adamant position by deciding to hear our union's appeal to the wording of the Taft-Hartley injunction issued here earlier.

The circuit court will issue its final decision later, probably on March 15.

The company argued vehemently that the San Francisco judges should not even look at our appeal.

Our union appealed the wording of the injunction issued in U.S. District Court here on the grounds that it did not continue all of the terms and conditions of the previous contract. Specifically at issue was the maintenance of membership clause.

Halts Company
 In the final wording of his memorandum opinion, U.S. District Judge William J. Lindberg did change the wording to prevent the company from attempting to sabotage our union. But his order did not go far enough, in the opinion of our attorneys.

Our union, of course, is enjoined from striking for 80 days. The company also is enjoined from locking our members out for a like period.

According to Judge Lindberg's memorandum opinion, if the company attempts to change the wages, hours and working conditions of the previous contract during the 80 days, it can be found guilty of an unfair labor practice.

The company is named as "defendant" in the injunction, along with our union.

Ordered to Bargain
 As one of the defendants, (Continued on Page 3)

ADMINISTRATIVE FILE

*Affiliate Report to
Being Unplanned*

WARREN G. MAGNUSON, WASH., CHAIRMAN
JOHN D. EASTON, R.I.
A. B. BOSS, GEORGETOWN, DELA.
GEORGE A. SMITHSON, FLA.
STANLEY THOMAS, S.C.
FRANK J. LAURICHO, OHIO
WILFRED LAMMERS, TEX.
CLAY EMMLE, CALIF.
S. L. BARTLEY, ALASKA
VANCE HARTKE, WYO.
DALE W. MOSES, WYO.
EDWARD JANNETT, CHIEF CLERK

United States Senate

COMMITTEE ON COMMERCE

November 26, 1962

Mr. Don A. Hyland
32010 - 56th Avenue South
Auburn, Washington

Dear Mr. Hyland:

Since your letter was received in our Washington, D. C., office, I have had my staff there and here make very complete inquiry into the matter referred to therein with the Labor Representative in your group. While this is a matter entirely in the hands of the National Labor Relations Board, I am able to tell you that our inquiries in Washington and locally lead me to believe that you have a matter that should be taken up directly with the Board. Members of my staff have discussed this matter with Mr. Thomas P. Graham, Regional Director, National Labor Relations Board, 327 Logan Building, Mutual-2 3300, ext: 553. It is my belief that if you would call Mr. Graham, and sit down and discuss the problem with the Director, himself, if there are any avenues to accomplish what you are attempting to do he would know about them. It may be that this is not the time that it can be done. There are many rulings of the Board, itself, that relate to such matters. I have asked Mr. Graham to go into the matter thoroughly with you, and to report to me.

Best regards.

Sincerely,

Warren G. Magnuson

WARREN G. MAGNUSON, U.S.S.

WGM:flh

WARREN G. MAGNUSON, WASH., CHAIRMAN
JOHN D. PASTORE, R.I.
A. S. MICE, MISSOURI, DELA.
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CLAY BOWEN, CALIF.
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EDWARD JARRETT, CHIEF CLERK

United States Senate
COMMITTEE ON COMMERCE

November 10, 1968

Mr. Don A. Hyland
32010 56th Avenue South
Auburn, Washington

Dear Mr. Hyland:

Thank you for your recent letter with regard to the problem that you are having trying to get out of the machinist union and into the Teamsters Local 174.

I have read your letter with a great deal of interest and am forwarding your letter to my Seattle office to my Administrative Assistant, Mr. Fred Lordan, as I feel if anything can be done on this matter, he can handle it more efficiently from Seattle, than can be done by mail. My Seattle office, as you know, is located in the U.S. Court House, Room 900, Seattle 4, Washington and the telephone number there is Mutual 2-3300, extension 508.

I appreciate your calling this matter to my attention and you will be hearing directly from my Seattle Office in the near future.

With kind regards, I am,

Sincerely,

Warren Magnuson
WARREN G. MAGNUSON, U.S.S.
By direction

WGM:D

RICHARD W. RUSSELL, SR., CHAIRMAN
HARRY FLORID BYRD, SR.
JAMES STROMM, MISS.
STANLEY STAMBOUGH, MD.
HENRY M. JACKSON, WASH.
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DANNY BOE BYRTER, ARIZ.
CLIFFORD P. CASE, N.J.
HARRY L. HERRING, JR., OHIO
CLARENCE BROWN

United States Senate
COMMITTEE ON ARMED SERVICES

November 6, 1962

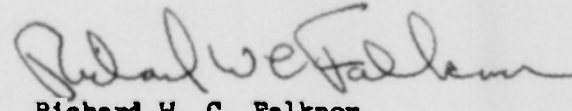
Mr. Don A. Hyland
32010 56th Avenue, South
Auburn, Washington

Dear Mr. Hyland:

In the absence of Senator Jackson, I am writing to acknowledge with thanks your letter of October 31 regarding your group's efforts to leave the Machinists' Union at Boeing and to join the Teamsters' Union.

As you know, Senator Jackson is now traveling extensively in Washington, but I want you to know that I shall see that your letter is brought to his attention just as soon as practicable.

Sincerely,



Richard W. C. Falknor
Assistant to
Henry M. Jackson, U.S.S.

RWCF:dz

APPLICATION BLANK



**Aeronautical Workers
Warehousemen and Helpers**

Local 451

AFFILIATED WITH THE

INTERNATIONAL BROTHERHOOD OF TEAMSTERS,
CHAUFFEURS, WAREHOUSEMEN AND HELPERS

A. F. of L.

....., 19.....

Desiring to become a member of the above Union I
hereby make application for admission to membership.

Name.....

Address..... City.....

Occupation.....

Employed at Plant.....

Citizen?..... Registered Voter?.....

Date of Birth..... Phone.....

Date Employed.....

Social Security Number.....

My Beneficiary is.....

FULL NAME (Example: May A. Doe, not Mrs. John Doe)

Relationship to Insured.....

Signature.....

All Initiation Money left on deposit by default of applicant shall be
considered forfeited in 30 days.

These cards were printed
at my expense and to my
copy -
I goofed - forgot to put a
date line

To The National Labor Relations Board, Seattle:

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Should we, by free election vote to join the Teamsters Union, I authorize the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment.

This election is to cover forklift truck drivers, H and H flatbed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name _____	Job Classification _____
Home Phone _____	Home Address _____
Job Location _____	

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: WERT LEE Job Classification: 497
Home Phone: 235-6000 Home Address: 235 15th St
Job Location: Boeing SEATTLE
5947 17th 63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Charles Philis Job Classification H & H Mail Truck
Home Phone _____ Home Address Black Diamond
Job Location 5917 263 Washington

To TEAMSTERS LOCAL UNION NO. 174
INTERNATIONAL BROTHERHOOD OF TEAMSTERS CHAUFFEURS,
WAREHOUSEMEN & HELPERS

I _____ (name of employee)
am a member of the above named Local Union and pursuant to Section 9 (e) (1) of the
Labor Management Act of 1947, I do hereby authorize said Local Union to negotiate
with my employer, _____ (name of employer)

for wages, hours and working conditions and a Union Shop Agreement requiring
membership in said Union as a condition of employment. I am employed in the

factory of _____ (your classification)

Date _____ Signature _____
Address _____
City or Town _____

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Alan E. Boney Job Classification Overhead Crane
Home Phone Don 268-2-57 Home Address 10727-36th NE
Job Location Boeing D.C. 4/4/62 Seattle Wash.

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name James H. [unclear] Job Classification ME O
Home Phone PH 26803 Home Address 2828 11th Ave
Job Location Warehouse 13 Renton Wash
Jan 17-63

HELM STITLER

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name ERNEST SORENSON Job Classification Overhead Crane Operator
Home Phone CR-2-8508 Home Address 19-50-140th St
Job Location D. C. 4/4/68 Seattle & Wash.

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name BECKY L. SIZO/17 Job Classification Overhead Crane Operator
Home Phone PA 5-6702 Home Address Box 731
Job Location Seattle Ex 11 Tukwila, Wash.
594 173 63

219ALLA

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Lestie Tidwell Job Classification Fork Lift
Home Phone NONE Home Address PT 2 Box 378
Job Location STA 13 Sumner, Wash
Jan 17 1963

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Paul Henderson Job Classification Teamster
Home Phone WA 7-9565 Home Address 1440 27th St
Job Location Boeing Shawmut Way Wash

27 Jan 17 - 63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name John S. Sabell Job Classification 4195
Home Phone 283-2160 Home Address 4211 9th 175th
Job Location SEATTLE Field SEATTLE WA 98148
597 17863

ISBLL

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name _____ Job Classification _____
Home Phone _____ Home Address _____
Job Location _____

J97 17-63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Joe J. Sullivan Job Classification Mobile Crane Operator
Home Phone AL 56653 Home Address 3409 75th St
Job Location Boeing Renton Washington

27 9 JAN 17 1963

01/17/63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Dean Kozelchynski Job Classification AWC Dispatcher
Home Phone AL 53767 Home Address 213 Smithers
Job Location 1450 Bldg SEASIDE, WASH
Date Jan 17-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: Howard P. Marano Job Classification: 9197
Home Phone: EA 27573 Home Address: 529 16th AVE.
Job Location: Sta. 11 Center SEATTLE
594 17-65

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name *William J. Williams* Job Classification *Construction*
Home Phone *None* Home Address *912 1st 118th*
Job Location *Boeing* *Seattle 66 Wash.*
27 *39917363*

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Thad E. Lewis Job Classification Automotive Operator
Home Phone PA 3-8703 Home Address 7753-67th St SE
Job Location 1054 6th Avenue Seattle 18, Wash.
-11 Jan 17 - 63

INDATES

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name JOEL ANDERSON Job Classification Forklift Driver
Home Phone CH 4-9227 Home Address 18412 49th St
Job Location Plant 2 1/17/63 Seattle, WA, WA

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Robert A. Allen Job Classification MC Oper.

Home Phone _____ Home Address Box 437 Rt. 3

Job Location ST 413 North, Wash.

JAN 17 1963

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Name Stanley Adlogoff Job Classification 4197
Home Phone 206-5-3767 Home Address 10033
Job Location Plant 2 Dunsmuir Way
J9717-63 Boeing Co. 98148

ARB0631

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Name Joseph G. Gagliardi Job Classification Hook tender
Home Phone 425-348580 Home Address 110 W. 54th St.
Job Location 1950 Renton Auburn, Wash.
-27 Jan 17-63

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Name Sam Backman Job Classification Forklift Driver
Home Phone _____ Home Address 2100 1st Ave. S. Burien
Job Location Renton Field WA 98148
②-27 J9717-63

1-17-63

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Name: Richard Baker Job Classification: MEO "B"
Home Phone: 43-1798 Home Address: 12457-1st SW
Job Location: PLC 2 Seattle, Wash.

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This election is to cover forklift truck drivers, H and H flatbed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Gust C. Baldwin Job Classification Forklift
Home Phone WA 2-8313 Home Address 215 - 60th Ave NW
Job Location Sta 11 Boeing
507 172 63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name *Nelson L. Deussen* Job Classification *Operator "B"*
Home Phone *MA 5-2261* Home Address *4529 BIRDAVEN ST*
Job Location *Reidex* *59717-63*

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters. Should we, by free election vote to join the Teamsters Union, I authorize the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment.

This election is to cover forklift truck drivers, H and H flatbed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Logan B. Bradley Job Classification 4197
Home Phone EA 4-7043 Home Address 422-26th St
Job Location PH #2 Seattle (44) Wash.
J9 17-63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: John J. [unclear] Job Classification: M.E.S. B
Home Phone: 2-72442 Home Address: 1512 Fremont
Job Location: Boeing Co. Wash.

Jan 17 1963

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters. Should we, by free election vote to join the Teamsters Union, I authorize the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Norman Bulpin Job Classification Fork LIFT
Home Phone 5-4161 Home Address 3202 42ND AVE E
Job Location 218 12 KENTON WASH
JAN 17-63

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Eric L Carlson Job Classification operator
Home Phone PA 3 9710 Home Address 2905 So 126th
Job Location Plant #1 Renton, Wash.

UNDATED

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: Lee Campbell Job Classification: 427 (Machinist)
Home Phone: CL 4-8405 Home Address: 2127 1st St
Job Location: Boeing

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Cecil L. Chapman

Job Classification 4105

Home Phone 805 313451

Home Address 4008 475th

Job Location Seattle, Wash.

J97-17-63

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Sam J. Clement Job Classification Forklift Operator
Home Phone 425-6226 Home Address 106 11 SE 102nd
Job Location Boeing WA

Jan 17 - 63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Leon A. Guake Job Classification Hook Tender
Home Phone 24-4-5519 Home Address 14212 59th Ave
Job Location Penton Inkwell, Wash.
27 Jan 17 1963

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name _____ Job Classification _____

Home Phone _____ Home Address _____

Job Location _____

JA 717-63

GARDEN COUNTRY

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: *Earl D. Hurling* Job Classification: *Fork Lift*
Home Phone: *none* Home Address: *RD-2, Bonpus*
Job Location: *Huburn* *Tacoma Wash.*
27 Jan 17-63

UNDA 113

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name J. H. Wink Job Classification Truck Driver
Home Phone 214-2212 Home Address 922 109 N.E.
Job Location Plant 2 1/17/63

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters. Should we, by free election vote to join the Teamsters Union, I authorize the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union ~~new~~ agreement requiring membership in said union as a condition of employment.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Thomas T. Beachy Job Classification _____
Home Phone Bot 1442 4414 Home Address 44 L 2d Row H
Job Location Seattle 400 Union sign
② Bot 2094 30717-63

BEACHY

To The National Labor Relations Board, Seattle:

My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters. Should we, by free election vote to join the Teamsters Union, I authorize the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Isaiah Edwards Job Classification 4195
Home Phone EA-2-5194 Home Address 164-26th Ave
Job Location Whse 40-A
39917-63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar m-4xle equipment, except millwrights.

Name Henry de Engle Job Classification Hook Tender
Home Phone 478-3108 Home Address 1307 Talbot, Rd
Job Location Boeing Field Spokane WA
27 397 17 = 63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name SVL E SWAN Job Classification Hook Tender
Home Phone 2-6886 Home Address 214 6 Ave
Job Location 100 57th St

Jan 17 - 65

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This election is to cover forklift truck drivers, H and H flatbed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or un loaders using forklift trucks, in-plant bus drivers, and similar mobile equipment, except millwrights.

Name Richard Johnson Job Classification MEA B
Home Phone TR 2-4669 Home Address 1402 313 Ave
Job Location TRUCKING AREA Federal Way Wash
NO WNSA 1977 17 263

5541001

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name *John Fisher* Job Classification *4197*
Home Phone *GN-4-9254* Home Address *3341 S. 1st
Tacoma 8 Wn.*
Job Location *39 D 17 & 63*

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name WILLIAM W. FREE Job Classification MEO. R
Home Phone 657-5107 Home Address 3610 TILLY AVE. N
Job Location 6-4321 STATION RENTON, WASH.

JAN 17 1963

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This election is to cover forklift truck drivers, H and H flatbed truck drivers, and a union shop agreement, crane operators, hook tenders, freight car loaders or tractor drivers, mobile crane operators, in-plant bus drivers, un loaders using forklift trucks, in the Boeing Transportation Department who operates this in short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Matthew K. Koster Job Classification 4197
 Phone 504-3984 Home Address 23138 Liberty
 Union AF of L 19717663

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Georgina Jordan Job Classification 7
Home Phone AL 5-1720 Home Address 2117 S. 4th
Job Location Renton Renton
27 J9717-65

UNDAIR

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name <u>John W. HAIMA</u>	Job Classification <u>L. Ft truck Driver</u>
Home Phone _____	Home Address <u>5410</u>
Job Location <u>Plant II</u>	<u>5414 Seattle Way</u>

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Louis Haddock Job Classification DRIVER
Home Phone AL-5-3270 Home Address 615 S. WILLIAMS
Job Location RENTON RENTON, WASH.
79717-63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Robert L. HART Job Classification EXP. MGT.
Home Phone 425 21356 Home Address 1417 1st St. Tukwila, WA
Job Location STB 17 West Wash
-27 Jan 17-05

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name James J. Brown Job Classification Tractor Driver
Home Phone 214-4217 Home Address 2111-60 Ave. S.E.
Job Location Boeing Pac. NW
J9717-63

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name CHARLES HAGE (V.E.W.) Job Classification WAREHOUSEMAN
Home Phone _____ Home Address 613 G ST
Job Location RENTON TRANS DIV. J011 173 63 RENTON, WA

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name W. H. HAYES Job Classification 4195
Home Phone 541-2407 Home Address 712 12 Ave
Job Location PLT 2 Boeing Co., Wash.
27 JAN 17 1963

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name *Arthur L. Kopp* Job Classification *Brk. Int.*
Home Phone *1A 4-6277* Home Address *2940 S. 257th*
Job Location *Boeing Renton* *Rent Wash*
J97-17-63

Hinnabach

To The National Labor Relations Board, Seattle.⁷¹

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name *Frank Hinnabach* Job Classification *4195*
Home Phone *42-7642* Home Address *5636-22nd*
Job Location *Seattle Mill South*
27 *JA 1717-63*

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Charlie Hinton Job Classification H-H Department
Home Phone EA 5 8219 Home Address 306 - 30 Ave.
Job Location Kenton Seattle Washington
Charlie Hinton Jan 17 1963

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Fred A. Hagan Job Classification Utility Driver
Home Phone 624 1271 Home Address 5304 So. Prospect
Job Location Pacific Tacoma
San 17463

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Paul J. DeLoe Job Classification B
Home Phone 222-2222 Home Address 4222 49th S.W.
Job Location Doc Center 4/4/63 Seattle

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name ALFRED E. HORN Job Classification Trucks Operator
Home Phone N/A Home Address 5-455
Job Location 11 Beach Drive
7 SQN J7 63 200416-16 WASH.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Don Hyland Job Classification FORK LIFT DRIVER
Home Phone _____ Home Address 3201 D-56 Ave, So
Job Location ST 17 - AUBURN AUBURN
590 174-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Harold J. Lehman Job Classification Hook Tender
Home Phone _____ Home Address 1422 S.E. 96th St.
Job Location Boeing Redmond, WA

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Eduard Jackson Job Classification _____
Home Phone FA-251 Home Address 129-30 1st Ave T
Job Location Plant 2 Seattle 2 Wash.
397 17863

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name J. Sullivan Job Classification 4/H197
Home Phone 207-40127 Home Address 505-30
Job Location 2642-40 5246625-22
7901963

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Name: *Earl E. Jones* Job Classification: *Forklift Oper.*
Home Phone: *BR. 2-1309* Home Address: *2127 So. 6th St.*
Job Location: *Auburn* *Tacoma 6, Wash.*
27 *Jan 17 5 63*

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name ANTON E. KAHOUN Job Classification HOOK TENDER
Home Phone A 65-6734 Home Address 19022 144th AVE S.E.
Job Location Boeing RENTON Wash.
27 391717-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Val L. Ray Job Classification Fork LIFT TRUCK 4197
Home Phone 753-6154 Home Address 36245
Job Location FUBURN West Valley Hwy Fuburn
27 Jan 17 '63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name RUSH, D. M. Job Classification ME O
Home Phone 543-0733 Home Address 1615 72nd St
Job Location Boeing Seattle Wash.

Jan 17 - 65

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Name Arthur Hunter Job Classification Utility
Home Phone PA 5-5409 Home Address 8520 20th
Job Location 1050 Seattle 78 1st

JAN 17-63

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Name Randy KRAJCA Job Classification HOISTMAN
Home Phone PA-3-7483 Home Address 12016 87th S
Job Location Transport Div SEATTLE 78, WA
ST 18 JAN 17 1963

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Howard H. Mat Job Classification Tractor Driver
Home Phone _____ Home Address 1214 1st St
Job Location Boeing Bldg 3 Boeing Seattle
27 597 173 63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Hugh E. Bonds Job Classification Butney opp-
Home Phone None Home Address 11414 SE 164th
Job Location Station 13 - 6-4447 Renton Wash.

J 97 17-63

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Name: Robert Johnson Job Classification: Dispatcher
Home Phone: 206-352-227 Home Address: 105 Cortez Ave
Job Location: Whit 30 5901 17th Wash.

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Name: *John J. Bremer* Job Classification: *Forklift Driver*
Home Phone: _____ Home Address: *A.P. 2-130656*
Job Location: *Sec. 7, Auburn, Wash*
-27 *59717-63*

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: Edith A. Lumbly Job Classification: Op. B
Home Phone: None Home Address: 15 15 SP 58
Job Location: 50 Du. Wash.
J9717#63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name James S. Miller Job Classification M.F.O.
Home Phone 734-1111 Home Address 1111 1st St. S.E.
Job Location TULALIP

Jan 17 - 63

LUBBES

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Name James E. McCosh Job Classification LIFT DRIVER

Home Phone 246-5897 Home Address 421 Lan-57th

Job Location ETA 13 Reactor Wash

•27 JAN 17 1963

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name John McKeon Job Classification 9" Forklift
Home Phone 11216 Home Address 6711 N. Wall St
Job Location Kenilworth
Jan 17 1963

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Name J. C. MAREAN Job Classification TRACTOR DRIVER
Home Phone 467-5225 Home Address 7730 1st St.
Job Location SEATTLE TACOMA 44 WASH.
27 Jan 17-63

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Name <u>R. P. Williams</u>	Job Classification <u>M.E.O. (R)</u>
Home Phone <u>LA 3-3841</u>	Home Address <u>5540</u>
Job Location <u>RENTON</u>	<u>2300 11th</u>
	<u>39717-63</u>

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name George C. Mitchell Job Classification Boeing Transporter
Home Phone 213-5749 Home Address 2555 25th Ave
Job Location PLT 2 Seattle

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name John K. Murphy Job Classification 1-17-63 machine operator
Home Phone 592-6910 Home Address 242
Job Location Boeing Co. Aluminum and Co.
Seattle Wash.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: David C. Swisher Job Classification: Tra. / Operator
Home Phone: N/A Home Address: Box 15
Job Location: South Prairie, Wash.
79417263

APPEAR

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Nick J. Chabuch Job Classification Forklift Driver
Home Phone AL 5-2469 Home Address 4526 Longston Blvd
Job Location Boeing Renton, Wash.
Jan 17 1963

Pu Hich

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name William H. Quade Job Classification 4197
Home Phone EA 4-5349 Home Address 912 28 AVE SE
Job Location B. 70/HNG
JAN 17 1963

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Bonnie D. Bishop Job Classification 6-4221
Home Phone 246 2448 Home Address 3465 SW
Job Location Remton Willow Seattle
②⑦ ⑤③ 590 17463

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name <u>Ray E. Rugges</u>	Job Classification <u>Transportation</u>
Home Phone <u>AL 5-7225</u>	Home Address <u>904 6th Ave N.</u>
Job Location <u>ST 11</u>	<u>Planton, WA</u>
<u>797172 63</u>	

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Bob Peof Job Classification TIT DRIVER
Home Phone UN 2-7879 Home Address 6105 NE 21 ST
Job Location RENTON 390 173 63 Puyallup

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Carl D. Russell Job Classification B DRIVER
Home Phone _____ Home Address RM 2 8021916
Job Location AUBURN AUBURN; WASH.
599 17-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Paul R. Schalkau Job Classification M.E.O.
Home Phone 622-7220 Home Address 322-ND-7754
Job Location SEXTON Seattle 3, Wash.
Jan 17-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name, John H. Lee Job Classification Forklift-Tow-E
Home Phone BR-6-3051 Home Address 1010-2nd AVE-NE
Job Location SEATTLE, WA RENTON, WA
7 Jan 17 1963

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, ~~and~~ millwrights.

Name James B. Shelton Job Classification 4195
Home Phone 772-2774 Home Address 2401 S R
Job Location Clark Tacoma Wash
59717463

SHELTON

To The National Labor Relations Board, Seattle:

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Walter J. Moore Job Classification L-4221
Home Phone VE 9-3587 Home Address 1019 - S.W. 327
Job Location REAR END PRODUCTION Federal Way Washington

7-17-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name <u>Ted L. Sloan</u>	Job Classification <u>Forklift Oper.</u>
Home Phone <u>RL 5-2062</u>	Home Address <u>1909 SE 169th Pl</u>
Job Location <u>Station 13</u>	<u> Renton, Washington</u>
<u>27 Renton Plt.</u>	<u>JAN 17-63</u>

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Gene W. Smith Job Classification Driver
Home Phone _____ Home Address 3415 35th E 157th
Job Location Renton Rt 1 Box 837J Kent, WA
7-27 T97 17-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name RICHARD STACH Job Classification FORKLIFT DRIVER

Home Phone NONE Home Address 521 N. 1st St.

Job Location Station 12

27

Jan 17 63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name W. J. Trent Job Classification Forklift
Home Phone CH 4-9356 Home Address 1455 1st Ave
Job Location Station 18 Boeing Co. 10870 1st Ave
- 27 - JAN 11-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Louis Turtico Job Classification _____
Home Phone EA4 1475 Home Address 1309 South
Job Location _____ Winthrop Street
-D Jan 17 63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: Paul Miller Job Classification: 1-763
Home Phone: _____ Home Address: 809 13th
Job Location: Paul Miller
① 59717463

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name W. J. White Job Classification Fork LIFT
Home Pbx. 1245-2439 Home Address 860 South 100th
Job Location STA 13
JAN 17 1963

WHITE

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In short, anyone in the Boeing Transportation Department who operates this and similar motile equipment, except millwrights.

Name [Handwritten] Job Classification fork lift opp
Home Phone 822 8214 Home Address 226 307th
Job Location Boeing Seattle Seattle
-27 59717-63

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Name *D.C. Wingate* Job Classification *Forklift Dr*
Home Phone *EA 39833* Home Address *131 - 24th East*
Job Location *Renton* *Seattle Wash*
-7-7 *Jan 17 - 63*

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Mark J. Wood Job Classification Forklift Driver
Home Phone PA 25737 Home Address 2838 So. Dakota
Job Location Renton Seattle & Wash
-7 307 17-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name EL WRIGHT Job Classification TRUCK DRIVER
Home Phone 3-2-4727 Home Address 18436 176th SE
Job Location Boeing Renton RENTON
Jan 17 63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: Ray Zucchi Job Classification: Truck Driver
Home Phone: 242-6397 Home Address: 16247 162nd Ave
Job Location: South Field Seattle Wash

Jan 17-63

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except railworkers.

Name Charles A. Bauer Job Classification Hook-tender
Home Phone PT 2-2222 4/7/62 Home Address 21112 44th ave west
Job Location D.C. Boothell, Wash

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name R. J. Chisler Job Classification B 6022
Home Phone W53265 Home Address 10107 32nd SW
Job Location J.C. 4/4/63 Seattle Wash.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name: [Signature] Job Classification: 3096
Home Phone: 512-5120 Home Address: 512-2020
Job Location: Plant #11 18165 Seattle, Wash

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In short, anyone in the Boeing Transportation Department who operates this and similar motor equipment, except millwrights.

Name Edward O'Hara Job Classification Roll driver
Home Phone None Home Address 10371 E 44th
Job Location DC 4/7/63 Seattle, Wn

1-17-63

To The National Labor Relations Board, Seattle:

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Should we, by free election vote to join the Teamsters Union, I authorize the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment.

This election is to cover forklift truck drivers, H and H flatbed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name <u>Robert M. Ludwig</u>	Job Classification <u>"HOSA"</u>
Home Phone <u>144-6486</u>	Home Address <u>1502-56 146th</u>
Job Location <u>B29 Hqr.</u>	<u>Seattle 28 Wash.</u>

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Name Clarence H. Nicholas Classification "B" HYSTER OPER.
Home Phone EL-3-2787 Home Address 7120 OLYMPIC
Job Location Jubilee DRIVE, EVERETT, WA.
②7 MTE-1-31-63

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Name John W. Smith Job Classification "AFO" "B"
Home Phone _____ Home Address 242, C-2434
Job Location ISLAND Stonewood road
DATE 1-31-63

1-28-63

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Name Robert J. ... Job Classification fork lift driver
Home Phone 44-6459 Home Address 6230 1st Ave
Job Location Boeing #4463 Seattle, Wash

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Name M. C. Hill Job Classification Dispatcher
Home Phone 722 Home Address 10410 - E Marginal
Job Location D.C. 4/4/68 Seattle 68

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Frank G. White Job Classification Hook Tender
Home Phone BA 6-3208 Home Address 12630 S.E. 176
Job Location Boeing D.C. 7/1/55 Yonkers Wash